Otto Saunders
from H. Fence

EUROPEAN AND ASIATIC INTERCO

VIA

BRITISH COLUMBIA,

BY MEANS OF A

MAIN THROUGH TRUNK RAILW

FROM

THE ATLANTIC TO THE PACIFIC:

CONTAINING

I.—CORRESPONDENCE WITH MINISTERS AND OTHER PROCEEDINGS ON SUBJECT SINCE 1845.

II.—MEMORANDUM PLACED IN THE HANDS OF THE COLONIAL MINI 9TH APRIL, 1858. by Sir Richard Brown.

III.—EXTRACTS FROM THE EVIDENCE TAKEN BY THE COMMITTEE ON HUDSON'S BAY TERRITORY, 1857

IV.—APPENDIX, CONTAINING NOTES, EXTRACTS, STATISTICS, &c.

V.—MAP OF THE RAILWAY

"Whilst the citizens and Government of the United States are perfectly alive to the tages which their country would derive from the possession of this great highway of natio merchant princes and rich capitalists appear almost to have forgotten that in British America there exist vast regions admirably adapted for the construction of a railway by of which Great Britain would defy the competition of the world.

LONDON:
ROBERT HARDWICKE, 192, PICCADILLY.

1858.

Thos. Fletcher

IC INTERCOURSE

LUMBIA,

NK RAILWAY

HE PACIFIC:

OTHER PROCEEDINGS ON THE

OF THE COLONIAL MINISTER,

BY THE COMMITTEE ON THE

S, STATISTICS, &c.

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COLONISATION.

> Westward the course of empire takes its way,
> The first four acts already past,
> The fifth shall close the drama with the day,
> Time's noblest offspring is his last.—*Bishop Berkeley.*

"How many young men there must be in this Old World, able, intelligent, active, and persevering enough, yet not adapted for success in any of our conventional professions—'mute inglorious Raleighs.' Let us comprehend better the old Greek colonisation; the sending out not only of paupers, the refuse of an over-populated state, but a large proportion of a better class—fellows full of pith and sap, and exuberant vitality, blending in those wise *clerouchies* a certain portion of the aristocratic with the more democratic element. Not turning a rabble loose upon a new soil, but planting in the foreign allotments all the rudiments of a harmonious state, analogous to that in the mother country. Thus not only getting rid of hungry craving mouths, but furnishing vent for the waste surplus of intelligence and courage which at home is really not needed, and more often comes to ill than to good. Here only menaces our artificial embankments, but there carried off in an aqueduct might give life to a desert. For my part, in my ideal of colonisation, I should like that each exportation of human beings had, as of old, its leaders and chiefs; men to whom a certain degree of education should give promptitude, quickness, adaptability men in whom their followers could confide. The Greeks understood that. Nay, as the colony makes progress, I sometimes think it might be wise to go still further, and not only transplant to it a high standard of civilisation, but draw it more closely into connection with the parent state, and render the passage of spare intellect, education and civility, to and fro, more facile by draughting off thither the spare scions of royalty itself. I know that many of my more liberal friends would pooh pooh this notion, but I am sure that the colony altogether, when arrived to a state that would bear the importation, would thrive all the better for

it. And when the day shall come (as to all healthful colonies it must sooner or later come) in which the settlement has grown an independent state, we may thereby have laid the seeds of a constitution and a civilisation similar to our own, with self-developed forms of monarchy and aristocracy, though of a simpler growth than old societies accept, and not left a strange motley chaos of struggling democracy—an uncouth livid giant, at which the Frankenstein may well tremble; not because it is a giant, but because it is a giant half completed. Depend upon it the New World will be friendly or hostile to the Old, not in proportion to the kinship of race, but in proportion to the similarity of manners and institutions—a mighty truth to which we colonisers have been blind!"

From "THE CAXTONS," *a work by the Right Honourable Sir Edward G. E. L. Bulwer Lytton, Bart., M.P., Colonial Minister.*

"The sober and industrious mechanic should have no scruple in making up his mind and his knapsack for a run to Australia, Canada, or Columbia. Sir Edward Bulwer Lytton has conferred high service upon the country, in entering with the ardour of his own 'Pisistratus,' and the sagacity of 'Trevelyan,' upon this question of colonisation. Should he succeed, and we have no doubt he will, in carrying out his notions with regard to the new colony, he will have ranked himself amongst the greatest benefactors of his race. They are the best statesmen and the truest patriots who find a field for the surplus energies of an Old World civilisation; and Sir Edward has set forth the means by which, as it were, the poorhouses of England may be shipped across the water, and turned into happy and independent homes for a happy and independent population."

Standard, 12th August, 1858.

I.

ANGLO-ASIAN INTERCOURSE

VIA

Great Britain in the Western Hemisphere.

"Is it nothing to Britain that to her sway has been committed an empire on which the sun never sets, at that precise period at which scientific discoveries have won their latest triumphs over space and time."

I.—*Correspondence with Ministers, and other Proceedings, in the* PROJECT *of connecting the Atlantic and Pacific Seaboards, by means of a Main Through Trunk Railway, from* 1845 *to* 1858.

In the "*Journal of Elemental Locomotion,*" so far back as March, 1833, Sir Richard Broun first drew public attention to the important subject of opening direct steam intercourse between Europe and Asia by route of our possessions in North America, and planting colonies on monarchial principles upon the vacant Crown lands along the line.

The wonderful progress which the railway movement made between 1833 and 1844, and the circumstance that beneficial fields for the development of such undertakings were then being sought for in all portions of the British Empire, suggested to him in the close of the latter year the project of constructing a railway from Halifax on the Atlantic Seaboard to Canada, and thence by the head of Lake Superior and the Red River Settlement to a terminus on the shores of the Pacific ocean opposite Vancouver's Island.

This scheme Sir Richard Broun set out in a prospectus which he submitted in January, 1845, to various gentlemen in the City of London; and he also sent it to his friend the late Dr. Thomas Rolph, formerly Emigration Agent in

England for the Government of Canada, with a letter requesting to have his opinion as to the practicability of the undertaking. In reply to this communication Dr. Rolph, on the 22nd of January, 1845, wrote from Portsmouth to Sir Richard, as follows:—

"I return to you, as you desire, the very able prospectus which "you have drawn up, and only wish there had been as much practica-"bility in pursuing the project as you have evinced ability in designing "it. There are, however, I consider insuperable difficulties in the "construction of such a railroad as you speak of from climate as well "as from mountains. In the intermediate distance between Lake "Superior and Nootka Sound there is an extent of country subject to "several months of severe winter, whilst between the Lake of the "Woods and the rocky mountains the surface is very irregular."

Whilst prosecuting further inquiries upon the subject, Sir Richard Broun observed in the *Times* journal of the 23rd of March, 1845, a paragraph copied from a New York paper, headed "GIGANTIC ENTERPRISE," mentioning that Mr. Asa Witney, an enterprising merchant in that city, had just propounded a plan for the construction of a railroad from the western shore of Lake Erie to the navigable part of the Colombia River and the Oregon territory, to become the future medium of the Americo-European trade with China. Three months later, whilst occupied with the same matter, he received a note from Mr. William Bridges (who afterwards acted as secretary to the promoters), dated the 26th of June, 1845, saying, it had occurred to him that the present was a very favourable opportunity for forming a nucleus to carry out his (Sir R's.) Nova Scotia objects by means of a railway, and offering to assist in getting the requisite city influence. And ten days afterwards, Sir Richard received a second letter from Dr. Rolph, dated, 6th July, 1845, as follows:—

"A few months since you wrote to me as to the practicability and "expediency of constructing a railroad, which by passing through, and "connecting our extensive valuable possessions in British North America, "might, at the same time, ensure our maritime and commercial supre-"macy, by uniting the waters of the Atlantic and Pacific Oceans. It "then occurred to me that the great extent of the line, the nature of the "territory, and the character of the climate would oppose obstacles that "might be deemed insuperable. Since that time, however, my attention "having been more directly drawn to the policy and feasibility of such a "scheme, I have read with great attention, much surprise, and no incon-"siderable satisfaction, that our acute, formidable, enterprising neigh-"bours, the Yankees, have actually made such a survey of the line as to

"render its success no longer problematical. This being the case, and "its immeasurable importance to the political pre-eminence and commer-"cial prosperity of this country being so self-evident, I think it is a pro-"ject that seriously deserves the utmost attention. The union of the "two oceans by Lake Nicaragua and the Isthmus of Panama would be "a far more formidable, and a great deal less desirable undertaking; "whilst the conjoint colonisation of the great, superb, and fertile valley "of the Oregon, which could be rendered an auxiliary to this great "national work, would be fraught with endless blessings to this over-"peopled kingdom. Five hundred waggons are now daily passing "through the United States territory to the shores of the Pacific "Ocean; and when I reflect that a railroad has been made through the "United States already from New York to New Orleans, a far greater "distance than the one I now trust to see undertaken, the object I think "is one well worthy of British capitalists, British patriots, and British "philanthropists."

Shortly after the receipt of this letter a board or committee of promoters of the scheme was organized, Sir Richard Broun acting as chairman of it: and in that capacity he drew up a MEMORIAL setting out in general terms the features of the undertaking, and asking for it Government countenance and support—1st, because it would supersede the necessity for making the contemplated military road along the boundary line of New Brunswick; 2nd, because it would afford a vast opening for the safe and profitable investment of British capital; and, 3rd, because it would above all things furnish progressively immense facilities for the systematic plantation and settlement of the whole vacant frontier territory of British North America from the Atlantic to the Pacific.

A copy of this MEMORIAL—which forms the basis or groundwork of the movement in favour of the enterprise which has now been in progress from 1845 to the present hour, for connecting Europe with Asia by a line of steamboat and railway communication through British waters and territory which will bring London and Pekin within twenty days' commercial intercourse with each other—was presented to the then Prime Minister, Sir Robert Peel, on the 12th of July, 1845; and duplicates of it, dated the 17th of the same month, were transmitted by the following Mail to the Governor-General of Canada, Lord Metcalfe, and to the Lieutenant-Governors of Nova Scotia and New Brunswick, viz., Lord Viscount Falkland, and Sir William Mc B. Colebrooke.

An American statesman, long before steam navigation and railway enterprise had began, predicting the importance

that would one day be attached to the junction of the Atlantic and Pacific Oceans, thus wrote :—

"On broad grounds this work has been well characterised as the "mightiest event in favour of the peaceful intercourse of nations which "the physical circumstances of the globe present to the enterprise of "man. The whole world is interested in this work. I would not "speak of it with sectional, even national feeling; but if Europe is "indifferent, it would be glory surpassing the conquest of kingdoms to "make this greatest enterprise ever attempted by human force entirely "our own."

On the receipt however of the MEMORIAL all that Sir Robert Peel did in the matter was to hand it over to Lord Stanley, then Secretary of State for the Colonial Department. The consequence has been that, whilst under the auspices of that First Lord of the Treasury and his successors in office, a capital between the years 1845 and 1858 of upwards of £326,033,217 has been sunk in railway speculations within the United Kingdom which have entailed losses on society of the most frightful and overwhelming character, this stable and magnificent enterprise—one which in effect will add the resources of an empire larger than all Europe to the wants and necessities of the mother country—has been allowed for thirteen years to hang in the wind. And that too during a period of time in which an unregulated, uncared for, emigration of upwards of 2,221,416 persons have crossed the Atlantic to settle in the United States of America, to the loss to this country, *v.* the price set upon them per head by the *New York Herald*, of 2,221,416,000 dollars—a sum larger by 100 millions sterling than all that railway making in England, Scotland and Ireland has engulphed since 1845.

But although Sir Robert Peel, as a Prime Minister capable of looking before as well as after in things or plans of transcendant national importance, failed to do his duty in this particular matter, another member of the same noble hereditary order to which he belonged, appreciating Sir Richard Broun's labours in the neglected cause of systematic colonisation in the Western Hemisphere, thus encouraged him to proceed :—

"Yours is a grand, a glorious project. Its influence extends over "a vast space both in the Old World and in the New. It must affect the "destinies of hundreds of thousands of human beings, not only now but "for ages yet to come. It is a giant labour, bringing care, anxiety, "and toil; but an ardent mind like yours will be cheered on its onward "course by the high feeling which the consciousness of a great duty

" performed, and the bright gleam of hope that ultimate success will " crown your indomitable efforts cannot fail to bring."

The MEMORIAL having been referred to Lord Stanley as Colonial Minister, the promoters sought an interview with his Lordship on the subject, which he granted to them on the 25th of the month (July 1845). On this occasion Lord Stanley (now Earl of Derby) promised to Sir Richard Broun and his associates that should the project of Anglo-Asian intercourse by way of British North America be favourably entertained by the colonies there, the promoters should not fail to receive such aid and support to the matter as the Imperial Government could give.

During the autumn of 1845, the following replies were received from the Colonial Executives in North America to the MEMORIAL respectively addressed to them, viz. :—

First, from his Excellency Viscount Falkland, Lieutenant-Governor of Nova Scotia, dated Halifax, 16th August, 1845, acknowledging the Memorial, and saying—

" In reply, I beg to assure you, that I conceive the contemplated " Railway would, if carried into effect, be productive of so much benefit " to the Province of Nova Scotia, that I will most willingly do every " thing in my power to forward the views of the projectors."

Second, from his Excellency Sir William Mc B. Colebrooke, Lieutenant-Governor of New Brunswick, dated Fredericton, 29th August, 1845, stating—

" In reply to the application from the Memorialists for support from " the Provincial Government of New Brunswick, that he had the satis- " faction of being able to inform them that there was a very general " disposition to facilitate and promote the undertaking in that province; " that he hoped by the next Packet to forward to the Memorialists " some information of the proceedings of local associations taking an in- " terest in the subject; and that in compliance with the request of the " Memorialists he had communicated with Her Majesty's Government " on the subject by the present Mail."

Third, from Colonel Higginson, Colonial Secretary for Canada, dated Civil Secretary's Office, Montreal, 15th October, 1845, saying that by command of Lord Metcalfe, then Governor-General, he had the honour to acknowledge the receipt of the Memorial dated 15th July, 1845, and that he was directed by his Lordship to acquaint the parties from whom it emanated—

" That the Governor-General in Council had given to the Memorial " that degree of consideration which the vast importance of the subject " merited; and that, without offering any opinion on the feasibility of

"opening a railroad communication from Montreal to the Pacific Ocean, "his Excellency in Council considered that the proposed chain of steam "communication from England to Montreal was calculated in a high "degree to promote the interests and advance the prosperity of Canada, "and was an undertaking well worthy of the countenance of the Go-"vernment of Canada, and of the people of that and the neighbouring "British provinces. The Governor-General in Council, without being "in possession of greater information regarding the proceedings of the "Memorialists, was unable to do more than to assure them that they "might rely upon the Government of that Province for whatever pro-"tection and aid it might be consistent to render; and where the "railway might pass through the unconceded lands of the Crown, right "would be conferred to the Company of using what was necessary for "the purposes of the Railroad."

A large and influential public meeting of the citizens of Quebec, held on the 23rd October, 1845, and which was presided over by his worship the Mayor, appointed a Committee, consisting of the Mayor, the Hon. W. Walker, the Hon. T. Neilson, Hon. A. W. Cochran, Hon. H. Black, and I. B. Forsyth, W. Stevenson and J. C. Fisher, Esqrs., to co-operate with Sir Richard Broun and his associates, in furtherance of the projected railway. On this occasion, resolutions were unanimously passed, expressing the great satisfaction which the proceedings adopted in London by the promoters had given to the people of Canada, and pledging the citizens of Quebec cordially to unite in every possible effort to carry into effect the proposed railway. The meeting further resolved, on the motion of the Hon. Henry Black, that—

"An address should be presented to the Governor-General, with a "copy of the resolutions, praying that his Excellency would be pleased "to bring the subject thereof under the favourable consideration of her "Majesty's Government, and that he would take such other steps as in "his opinion might be deemed most expedient for furthering the "undertaking."

At the same period, public meetings of the principal inhabitants of Halifax in Nova Scotia, and of St. John's in New Brunswick, also took place, and committees were formed to correspond with the promoters, and assist them in carrying their vast design into effect. The committee at Halifax embraced the names of the Hon. Chief Justice Halliburton, the Hon. M. B. Almon, President of the Bank of Nova Scotia, the Hon. William Young, Speaker of the Legislative Assembly, the Hon. Hugh Bell, Mayor of Halifax, the Hon. M[illegible]el Tobin, the Hon. Joseph Howe, and many others. That [illegible]st. John's comprised the Hon. Joseph Cunard, mem-

ber of the Executive and Legislative Councils in New Brunswick, Lauchlan Donaldson, Esq., Mayor of the City, W. J. Betell, Esq., President of the Central Bank of the Province, John Duncan Esq., President of the Commercial Bank, Charles Fisher, Member of the Legislative Assembly, and others, being some of the most active, energetic and influential men in the colony, with the whole weight of the banking interest in it.

On the 1st of November, 1845, pursuant to public notice, a general meeting of the inhabitants of the counties of Westmorland, in New Brunswick, and Cumberland, in Nova Scotia, took place at the town of Sackville, the Hon. William Crane, in the chair. This meeting, composed of an influential portion of the public of both provinces, viewing the railway projected by Sir Richard Broun, as—

"An object closely connected with the best interests of the British "North American colonies, and being at the same time eminently calcu-"lated to strengthen the ties which bound them to the mother country, "and to afford the means of establishing that perfect intercourse which "is so essential to their mutual prosperity and happiness,"

Unanimously resolved—

"That this meeting regards with marked approbation the proceed-"ings of the promoters of this great national undertaking, and will "cordially co-operate with them and with the legislatures of these "colonies, in carrying this magnificent enterprise into operation, by "giving its assent to free grants to the railway of such portions of the "ungranted lands over which the contemplated line may pass; and also "to an annual appropriation from the provincial revenues, proportional "to the advantage to be derived from this great work, and to the state "of the funds of the province, and by affording every other facility "and encouragement within its power."

These movements in Quebec, Halifax, St. John and Sackville in favour of the railway were followed up by many others in the three colonies; and their legislatures subsequently passed facility acts in favour of the undertaking, agreeing to encourage it, not only by large grants of lands, but also by an annual subsidy of £20,000 each, making a total of £60,000, in guarantee of a minimum dividend on the capital to be expended in the construction of the line from Halifax to Quebec.

Lord Stanley having, shortly after the interview with him on the 17th of July, 1845, left office, a MEMORIAL from the promoters to the Queen in Council on the subject of the railway was presented through his successor, the Right Hon

W. E. Gladstone. Further, on the 16th of January, 1846, a deputation from the promoters had an interview at the Colonial Office with Mr. Gladstone, when Sir Richard Broun placed in his hands a "MEMORANDUM" relative to the constitution of a board of directors for carrying out the undertaking. Subsequently, on the 21st of that month Lord Lyttleton on behalf of the Colonial Minister, communicated to the promoters that Mr. Gladstone had laid their MEMORIAL before the Queen; but that, before advising Her Majesty to issue any specific commands on the propositions which it contained, he required to obtain much fuller information on the subject, which information he was then engaged in seeking. Further, on the 11th of June in that year, Lord Lyttleton again, by direction of Mr. Gladstone, acquainted the promoters that Her Majesty's Ministers had determined on undertaking a survey of the country between Halifax and Quebec with a view to ascertaining the best line to be adopted for a trunk railway, with reference to imperial and military as well as provincial and commercial interests. In this letter his Lordship also informed the promoters that:—

"Though Mr. Gladstone was not then in a condition to enter into "any communication with reference to the Company they were engaged "in organising, or its internal arrangements, still he hoped the pro-"moters would continue to pursue those arrangements in any way "which they might consider requisite for their own interests, and that "in particular he (the Colonial Minister) was not aware of any reason "for the postponement by them of any proceedings which they might "have in view with reference to organising a direction for the com-"pany."

Mr. Gladstone, who had, in consequence of the movement originated by Sir Richard Broun and his associates, influenced the Government to incur the expense of making a survey of the line of railway—and who had further personally, to a deputation from the promoters, expressed the strong interest which he took, in common with Her Majesty's Ministers, in the project—resigned the seals of the Colonial Department a short time after the date of the above-cited letter. But the subject was continued with his successor Earl Grey; and, in answer to a communication addressed to his Lordship on the 10th of October, 1846, the promoters received from Sir B. Hawes a reply, dated the 22nd of that month, as follows:—

"I am directed by Earl Grey to acknowledge the receipt of your "letter of the 10th inst., in which you lay before his Lordship the

"proceedings and views of the gentlemen who are associated for the "object of establishing a railway across the North American continent. "Lord Grey directs me to inform you in answer, that he is fully sensible "of the great importance of the subject which you have brought under "his consideration, and that Her Majesty's Government will be anxious "to give all the support in their power to the projected railway. But "until the survey which is now in progress shall have been made, and "some estimate formed of the probable cost of the undertaking, and also "until the views of the different provincial legislatures as to the best "mode of carrying it into effect shall have been ascertained, it will be "premature to enter into any consideration of the several proposals con-"tained in your letter."

On opening the Legislative Assembly of Nova Scotia, 1847, his Excellency, the late Sir John Harvey, Lieutenant-Governor, spoke as follows:—

"The period at, and the circumstances under, which we meet, afford "me the opportunity of recommending to your continued attention an "undertaking second in its importance to none which has ever engaged "the notice of any colonial Legislature in any portion of the British "dominions. I allude to the proposed railway between Halifax and "Quebec, which will constitute the most important link in that great "chain of communication which may be destined, at no remote period, "to connect the Atlantic with the Pacific ocean, and to conduct to a "British sea-port, from those into which it is now forced, that vast "stream of trade, not of our western possessions alone, but of the "rich and extensive wheat and grain-growing districts of all central "America."

The final report of Major Robinson, who headed the party employed by the Government to survey the portion of the railway between Halifax and Quebec, bears date at Halifax, the 31st of August, 1848. As regards the soil, climate, resources, &c., of Nova Scotia and New Brunswick, (which provinces, and the part of Canada that lies south of the St. Lawrence, still contains upwards of 14,000,000 acres of unsettled soil), this official document contains certainly the most valuable information ever collected. From it we learn that—

"No portion of the American continent possesses greater natural "resources for the maintenance of large and flourishing communities. "An almost boundless range of the richest soil still remains unsettled, and "may be rendered available for the purposes of agriculture. The wealth "of inexhaustible forests of the best timber in America, and of exten-"sive regions of the most valuable minerals, have as yet been scarcely "touched. Along the whole line of sea coast around each island and in

"every river are to be found the greatest and richest fisheries in the "world. The best fuel and the most abundant water-power are avail-"able for the coarser manufactures, for which an easy and certain "market will be found. Trade with other continents is favoured by the "possession of a large number of safe and spacious harbours; long, "deep and numerous rivers, and vast inland seas, supply the means of "easy intercourse; and the structure of the country generally affords "the utmost facility for every species of communication by land. Un-"bounded materials of agricultural, commercial, and manufacturing "industry are there."

After the receipt of this report, the Governor-General of Canada addressed a letter to the Colonial Minister, dated 23rd December, 1848, in which he observed as follows:—

"On the vast importance of the intended railway, whether as affect-"ing Imperial or Provincial interests, I feel that it is altogether unne-"cessary to insist. The subject has long been before the public, and "its manifold recommendations have been ably stated in various publi-"cations, official and unofficial, as well as in the valuable reports of the "surveying engineers. I cannot, however, refrain from observing that "while on the one hand no undertaking seems to me so well calculated "as this to connect the Provinces together, to promote the interests "which they have in common, to inspire them with a consciousness of "their own strength, and thus to fit British North America for the "fulfilment of its high destinies; so, on the other, none appears to be "more likely to increase the population, extend the trade, and develop "the local resources of each. And if this remark be true as applied to "Canada, still more emphatically does it hold good of the lower pro-"vinces."

On the opening of Parliament in February, 1849, the report of the surveying expedition was presented to both Houses by Her Majesty's command, and ordered to be printed. During the course of the same session petitions on the subject of the railway were presented from Sir Richard Broun to the Commons by Lord Marcus Hill, and to the Lords by the Duke of Newcastle.

These petitions urged upon the attention of the Legislature that since the project of direct Anglo-Asian intercourse, by means of a railway across the continent of North America, had first been mooted by him in the close of 1844, there had been an unregulated, unaided Emigration from our shores to the New World, in 1845, of 93,501 persons; in 1846, of 129,851; in 1847, of 224,251; and in 1848, of 220,053; total, 687,656. That the returns made by the emigration officers showed that in 1847 upwards of

25,000 of these emigrants had died either in the passage out or immediately after landing, whilst the mortality under similar circumstances in 1848 exceeded 13,815; and that this amount of national blood-guiltiness—greater than that since occasioned by the Crimean war—as well as other paramount questions of policy, justice and humanity, called loudly for the practical adoption of the suggestions which petitioner had thrown out; and therefore he prayed that all the documents, memorials, and reports in the matter of the projected railway might be referred to a select committee to consider and report their opinion upon the same.

During the course of the same year, and the spring following, three articles on the subject of the railway and national improvidence and neglect of colonisation in British North America, written by Sir Richard Broun, appeared in the leading agricultural periodical of Scotland. Voluminous extracts from these articles were copied by the local press, and attracted attention on both sides of the Tweed. The first of the series was thus noticed by the Edinburgh *Evening Post*:—

"The *Journal of Agriculture* for the present quarter (July, 1849,) "opens with a powerful and eloquent exposition of the value and advantages of NOVA SCOTIA to Scottish emigrants; and advocates, with "great ability, the settlement of that colony on the original principles "and views of its royal founder. The proposal is essentially based "on the revival of Scottish Baronet rights, and Scottish Baronet duties "in the western hemisphere. The writer calls for an union of all "ranks in Scotland to carry forward this grand scheme; and we trust "it will command the attention it obviously merits."

The organ of the Landed Interest of England, *Bell's Weekly Messenger*, also remarked of this paper:—

"The leading article in the present number of this well-known publication is entitled, 'Scottish Agricultural Resources, and their Neglect "in the 'Western Hemisphere.' We do not know the author, but we can "confidently say he has conferred upon his own country in particular, "and upon the kingdom at large, a great benefit, by calling attention "to the immense sources of national prosperity which lie within our "grasp."

During the session of 1851, his Grace the Duke of Newcastle presented a second and fuller petition from Sir Richard Broun to the House of Lords on the subject of the railway; the petitioner pressing the project of connecting the Atlantic with the Pacific seaboards by a chain of elementary com-

munication, and making it subserve the great end of planting colonies at each footstep, on the attention of Parliament as one, the realisation of which would not only diffuse Great Britain in all her essentialities from the German sea even to the Pacific waters, but would also, within the bounds of this old and new monarchy, for ever cause peace, opulence and prosperity to abound.

The House of Lords continuing dormant in regard to this business, during the Parliamentary session of 1852, Sir Richard Broun presented a memorial on the subject of the railway to the Earl of Derby, Prime Minister: on the 18th of June in that year, he headed a deputation which had an interview with Sir John Pakington, Colonial Minister, on the same topic; and on the 2nd of September following, Sir Richard addressed, in print, a letter to the Prime Minister "On the Imperial Halifax and Quebec Railway and Anglo-Asian Steam Transit Project," citing on the title-page these observations from the *Halifax Guardian*:—

"We venture to assert that if this ground of complaint—viz., THE "NON-FORMATION OF THE GREAT TRUNK RAILWAY—WAS removed, and "British capital legitimately employed in developing the resources of "these colonies, the annexation cry would be hushed into eternal slum-"ber. Nay, more, it needs but this alone to make the North American "colonies the most prosperous, as they are now the most devoted and "loyal of the hundreds of millions of subjects who have sworn alle-"giance to the British crown."

During the month of January, 1853, Sir Richard Broun being then in Glasgow, took the opportunity of giving three lectures on the subject of colonisation in British North America. The first of these was delivered to the Handloom Weavers' Association, representing upwards of 50,000 operatives who consider emigration the only effectual means of relief for the evils which the power loom system has entailed upon them; the second to the heads of the Trades House of Glasgow; and the third to the mercantile and professional classes. These lectures were reported at great length both in the Scottish and English press; the editor of the *Glasgow Herald* considering the subject so worthy of public attention that he devoted a larger space in his columns to the last of the number than he did to Mr. Disraeli's celebrated speech on the budget of that year.

On his return to London, Sir Richard, the same session, further moved in the matter of the Pacific Railway and Colonisation Scheme, by addressing several letters on the

subject to the Duke of Newcastle, who was then Colonial Minister.

In December, 1854, a pamphlet entitled *Anglo-Asian Intercourse via Great Britain in the Western Hemisphere*, was put into print by Sir Richard Broun, with a view to advancing the project, and keeping the public alive to its merits; and the year following, the pamphlet entitled "*Australia a Mistake—New Brunswick for the Emigrant*," by a retired officer, thus notices the enterprise: –

"Looking through the vista of a few short years we can only view "New Brunswick as the American side of the great English ferry "on the road to China. This is no chimera; the idea has taken "root in the minds of many influential people who clearly see its "practicability. Sir Richard Broun, one of the ancient Order of "Baronets of Nova Scotia, has devoted much talent and valuable time "and attention to the subject; and by him, in conjunction with others, "the undertaking, however enormous it may be, at no distant period "may probably be carried out. May the exertions of those who put "their shoulders to the wheel to effect so important and so gigantic an "object be crowned with the success they merit."

On the late Sir William Molesworth becoming Colonial Minister, Sir Richard Broun transmitted to him copies of the pamphlets written by him in 1852 and 1854, with a letter requesting to be informed whether he could promise Government support to a bill to incorporate the projector and his associates with railway making and colonising powers in the British North American possessions, Sir Richard received an answer, dated the 3rd of September, 1855, stating that -

"Sir William Molesworth must decline to pronounce an opinion on "the project to which the communication addressed to him related, "until it had first been introduced to Parliament in the shape of a bill, "and can be examined in its details. But any measure connected with "the formation of a railway in British America, if introduced, would "not fail to receive from Her Majesty's Government the consideration "due to the importance of the subject and to the magnitude of the "interests which it involves."

In February, 1857, a Select Committee of the House of Commons was appointed to consider the state of those British Possessions in North America which are under the administration of the Hudson's Bay Company, or over which they possess a license to trade. In the month of June in

the same year the Canadian House of Assembly nominated a Select Committee to receive and collect evidence and information as to the rights of the Hudson's Bay Company under their Charter, the renewal of the license of occupation, the character of the soil and climate of the territory, and its fitness for settlement. The reports of both of these bodies, with the evidence taken by the former, were ordered to be printed 11th August, 1857.

In the spring of the same year Government sent out an expedition under Professor Hind, Mr. Palliser, Mr. Dawson, and Mr. Gladman, for the purpose of exploring the country from Lake Superior to the Rocky Mountains; and during the spring of the present year another expedition, commanded by Colonel Elliott, of the Royal Engineers, has been despatched to survey the country from Vancouver's Island to the eastward, with a view to the construction of that great transit route across the continent of America, which all American writers allow to be the master enterprise of the age.

On the present Ministry coming into office, Sir Richard Broun addressed the following "MEMORANDUM" to Lord Stanley, M.P., then Secretary of State for the Colonial Department; and of date the 24th of April last, he received a letter from the Earl of Carnarvon, stating that he was directed by Lord Stanley to acknowledge the receipt of the same, and to convey his Lordship's thanks for the communication.

II.

RAILWAY SETTLEMENT.

"*If you wish colonies to be prosperous, to reflect back the civilisation, the habits, and feelings of their parent stock, and to be, and long remain, integral parts of your empire, care should be taken that society should be carried out in something of the form in which it is seen at home; that it should contain some at least of* ALL *the elements that go to make it up here: and that it should continue under those influences that are found effectual for keeping us together in harmony.*"—CHARLES BULLER.

European and Asiatic Intercourse

VIA

THE BRITISH NORTH AMERICAN PROVINCES.

Memorandum on the above subject by the Honourable Sir Richard Broun, Bart., placed in the hands of the Right Honourable Lord Stanley, Colonial Minister, 9th April, 1858.

1. The project of connecting the Atlantic and Pacific Oceans by means of a main trunk railway from Halifax to Fort Langley, by route of Quebec, the Ottawa Valley, and the Red River Settlement — and thereby promoting the SYSTEMATIC COLONISATION of the vacant crown lands through which the Line will pass—was originated by undersigned in the close of the year 1844; and the proceedings adopted by him, and others acting with him, in 1845, 1846, and following years, are noticed in the pamphlets entitled "LETTER TO LORD DERBY," 2nd September 1852, and "FURTHER EXPOSITION," 28th December 1854, copies of which accompany this document.*

2. In the year 1845, undersigned and his coadjutors presented MEMORIALS upon the subject of the said Railway to

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* These Pamphlets may be had of the Publishers.

the Home Government, the Governor-General of Canada, and the Lieutenant-Governors of Nova Scotia, and New Brunswick. They also then organised a Provisional Committee consisting of twenty-nine gentlemen in this country, and 125 in the three British North American colonies, with a view to setting on foot a COMPANY to construct the line. Further, by means of a representation to the Queen in Council, petitions to Parliament, Articles in the home and colonial press, lectures on colonisation, explanatory pamphlets, and other literary exertions spread over the period of thirteen years, undersigned has individually been instrumental to creating a public opinion in favour of this great enterprise, which ought now to procure for him and those associated with him, a fulfilment of those promises of encouragement and aid which he has on various occasions received both from Colonial Ministers in this country, and from the heads of Executive Departments in the Provinces above named.

3. From the commencement of his exertions in promoting this work, undersigned has considered the projected Railway to be an undertaking too vast in its commercial and political features to be carried into effect through the agency of an ordinary joint-stock company; and that circumstance led him and his coadjutors, in 1845, to present to the then Prime Minister, Sir Robert Peel, the MEMORIAL which forms the basis of all the steps which have subsequently been taken for the purpose of realising a scheme which at first was regarded with doubt as unfeasible, but is now allowed to be one not only practicable, but also of paramount importance to the British nation on both sides of the Atlantic ocean.

4. Some months after this Main Trunk Railway line through British soil in North America was mooted by undersigned in the City of London, a merchant of New York, Mr. Asa Whitney, took steps to set on foot a company there for the purpose of connecting the Atlantic seaboard with the Pacific seaports, by a Railway to traverse the United States territory. This rival project, during the past thirteen years, has been approved of by resolutions passed in its favour by no less than nineteen different states of the American Union. The press of that republic have long advocated its construction as a corporate enterprise on the ground that "it will add more to the greatness of their "country, and do more for the well-being of their people, "than a hundred *Buena Vistas*." The sum of 100,000

dollars was long ago voted to defray the survey of three distinct routes. Further, the message recently communicated to Congress by Mr. Buchanan, the president of the United States, recommends the construction of this "Great Highway of Nations" both upon commercial and military grounds. And at this moment some American subjects are about to open an office in the City of London with a view to procuring for it the support of British capital by a sale of shares.

5. It is however admitted on all sides that the shortest and best route for inter-oceanic railway communication in North America lies through our own British Possessions and from the evidence taken last Session by the Select Committee on the Hudson's Bay Company, and the recent explorations of Professor Palliser, it is established that the physical geography between Lake Superior and Puget Sound is, with the solitary exception of crossing the Rocky Mountains, peculiarly favourable for a line of Railway. Indeed it is now certain that there are no insuperable obstacles to at once placing between these distant termini an iron girdle which would subject the vast neglected territories between them to the beneficent influences of civilisation; and make their usufruct minister to the maintenance in British hands of that superiority in the Far West which seems to be the heritage of the Anglo-Saxon race.

6. Considering, first, that Railway and Steamboat communication now exists between the Atlantic seaports and the North-western shores of Lake Superior; second, that the formation of the Railway between Halifax and Quebec, and likewise the section of it from the latter city through the Ottawa district to the head of Lake Superior, can make progress through local organization; and, third, that the rapidly advancing wave of population in the United States towards the territories lying between the Red River Settlement and the Rocky Mountains—the near approach of the expiry of the Hudson's Bay Company's license of exclusive trade—the threatened Mormon deluge—boundary questions—and other political reasons—now render it urgently necessary to plant British blood and institutes in the vacant soil between Lake Superior and the Pacific Ocean; it is proposed after Easter to move the House of Commons for leave to bring in a Bill to incorporate the Company referred to in the accompanying prospectus, provided the Government will allow it to be introduced, more or less, as a ministerial measure; and will afford to undersigned and his

colleagues that aid and support which on public grounds they venture to solicit and expect.

7. The draft of a Bill to incorporate the Company, has been prepared, and is now in the hands of a noble lord, a Member of the House of Commons, who is willing to introduce it. The draft has been framed upon the model of the Bill for incorporating the "British and American Great Railway Land Company," which was passed in the Session 1854–5:—which Bill incorporated four individuals by name, and such other persons as afterward might hold stock in the undertaking. And in addition to ordinary Railway making powers, it seeks the particular boons and privileges which are referred to in the prospectus.

8. The encouragement of a Government guarantee of a minimum dividend of 5 per cent. to all Railway undertakings in India has already attracted, and is now attracting, much capital to that part of the world; whilst some time back a list of new intended Companies with an aggregate Share Capital of £23,190,000 was referred to in the *Times* newspaper—from which it appears that of the said sum no less than £19,000,000 is required for Foreign speculations of one kind or other.

9. In the year 1850, the Earl of Derby stated in Parliament with respect to that particular portion of the Main Trunk Railway which lies between Halifax and Quebec, that, "it ought not to be regarded in a pound, shilling and pence point of view," and added that had he then been in office he would not have hesitated to sanction and propose to Parliament a guarantee for the capital needed to make that section, viz., £7,000,000, provided the line should effect the great advantages which ministers wished to be derived from its completion. Whilst then Government might fairly be asked to give such a guarantee in this matter as should not only prevent about £19,000,000 of British money from seeking foreign investments, but also secure for the railway all the moneyed support that is required to insure its speedy realisation, nevertheless as regards the section of the line between Lake Superior and the Pacific Ocean no guarantee is asked. In lieu thereof it is, however, needful that other inducements should be held out for the capital needed. Inducements such as shall be commensurate with the greatness and importance of a work which contemplates these two-fold ends, namely, the construction of the most gigantic railway ever projected, and the planting of infant colonies upon monarchical principles at every footstep of the route.

10. A network of 26,000 miles of railway now covers the

United States of America, made at an expense of from £9,000 to £12,000 a mile as compared with £35,000 to £40,000 per mile in this country. In that republic the principle of encouraging such undertakings by means of vesting in companies extensive tracts of the vacant soil over which their lines pass, has been widely and beneficially adopted. The Illinois Central Railway had granted to it by Congress 2,595,000 acres of land as a bonus to induce capitalists to embark in the scheme. The projector also of the American Pacific Railway asks from Congress thirty miles of land on each side of the line, or a strip of territory sixty miles broad from terminus to terminus.

11. This principle of encouraging railways—under which in about ten years between the Mississippi and Utah, the flourishing new states of Minnesota, Iowa and Kansas with their numerous cities, towns and villages have sprung into existence—is also recognised and acted upon in the British North American Provinces; and recently 1,000,000 acres of land in Upper Canada have been offered by the Provincial Government to assist the formation of that section of the Main Trunk Railway between the Atlantic and Pacific Oceans which shall run across the Ottawa District. Upon this point too, in reply to a memorial addressed by undersigned and others in July, 1845, to the Canadian Executives, the Governor-General (Lord Metcalfe) in council agreed "in consideration of the vast importance of the railway, and that the undertaking was well worthy of the countenance of his Government and of the people of that and the neighbouring British Provinces," to confer on the Company the right of using the unconceded lands of the Crown in Canada wheresoever the railway might pass through them.

12. Assuming that the expense of forming the railway from Lake Superior to the Pacific Ocean, a distance of 1,300 to 1,400 miles, will be from £12,000,000 to £15,000,000, it is submitted for the consideration of the Colonial Minister that the Company shall have vested in it by act of Parliament a free grant of fifteen miles of the vacant land on either side of the Railway along its whole length: together with the power, as such landholders, to raise portion of the capital needed by means of redeemable land notes.

13. A precedent for such artificial capital or conventional currency is to be found in the method by which several of the United States of America were originally colonised and their wild lands reclaimed. On this point we have the testi-

mony of David Hume, the historian, who, in a letter to the Abbe Moriellet, says:—"In our colony of Pennsylvania the land itself, which is the chief commodity, is *coined*, and passes into circulation. A planter, immediately after he acquires any land, can go to a public office and receive notes to the amount of half the value of his land, which notes he employs in all payments, and they circulate through the colony by convention. To prevent the colony from being overwhelmed by this fictitious money, there are two means employed: first, the notes issued to any one planter must not exceed a certain sum, whatever be the value of his land; secondly, every planter is obliged to pay back into the public office every year one-tenth part of his notes. The whole, of course, is annihilated in ten years, after which it is again allowed him to take out new notes to half the value of his land."

By this sensible, intelligent, and independent plan of having an artificial or symbolical currency of their own—*i.e.* by coining their land into money—instead of being dependent on moneyed men, or capitalists, the descendants of William Penn cleared the forest, converted the barren land into fruitful fields, enabled the cultivators to enjoy the fruits of their toil without being eaten up by money-lenders and usurers, and laid the foundation of the independence and future greatness of their country.

14. But in addition to raising part of the capital needed in this way, and with a view to giving the corporations of cities and large towns in Great Britain and Ireland an interest and share in this great national enterprise, it is suggested that the Company should have delegated to it powers and functions similar to those vested by the Crown in 1611 in the IRISH SOCIETY of London. Further, in consideration of leases in perpetuity under the Railway Company, to said corporations of extensive blocks of the land along the Line, for the employment and relief of their surplus civic poor, all these bodies should be affiliated to the Company, and be empowered by Act of Parliament to levy by assessment on their respective communities funds to be expended in shares in the Company's stock. In this way the workhouse system over the face of the three kingdoms would, everywhere, gradually be undermined; year after year a door to independence would be opened for the indigent youth of both sexes now being trained in our industrial schools and charitable foundations, and by processes similar to those which have made the Livery Companies of London great, useful,

and rich, each Corporation, as proprietors of Railway Stock, and lessees of farms along its line, would shortly become the recipients of large incomes, the owners of extensive patronage, and the dispensers of manifold benefits.

15. The precedent for adopting such a course as this is the memorable one set by King James I., when, for the noble and patriotic purpose of establishing that "so great a province of the empire as all Ireland within the pale should more and more flourish not only in the true practice of religion, civil humanity, and probity of manners, but also in the affluence of riches and in the abundance of all things which contribute either to the ornament or to the happiness of the commonwealth," he founded, in 1611, the IRISH SOCIETY of London, placed for settlement purposes 818,344 acres of escheated estates in the hands of the principal Livery Companies of London, and erected, to advance the same, first (in 1611), the Hereditary Order of BARONETS OF ENGLAND, and subsequently (in 1619), the Hereditary Order of BARONETS OF IRELAND.

16. In this way, whereby £60,000 for this colonisation undertaking was supplied by the London Livery Companies, and £300,000 by the Baronets of England and the Baronets of Ireland (a very large sum in the first quarter of the seventeenth century), the meritorious views of King James I. and his Ministers were so effectively promoted, that Lord Chief Justice Daves records the fact that "in the short space of nine years more advances were made towards the reformation of Ireland than had been made in the four hundred and forty years which had elapsed since the conquest of it was first attempted."

17. Seeing that within the territory bounded by Lake Superior on the east and by the Pacific Ocean on the west—an area which, for settlement purposes, is larger than France, Spain, and Germany thrown together—there exists scarcely any population as yet, and no political constitution, and further, taking into account that it has been observed by an influential organ of public opinion in England that "a great statesman long ere this would have planned, encouraged, adorned, and ennobled Emigration," undersigned would here call the attention of the Colonial Minister to the fact that the encouragement of colonising labours by a profuse bestowal of hereditary titles of nobility, and grants from the Crown of large tracts of land, was not confined by the Stuart Kings to this side of the Atlantic. On the contrary, under King Charles I., the province of NEW SCOTLAND (which

embraces nearly all British North America lying south of the river St. Lawrence) was erected into an hereditary VICE-ROYALTY in favour of a noble Scottish family; and to promote the plantation upon monarchical principles of a country which, from geographical position and material resources, must always be the *arx et domicilium* of British power and supremacy in the Western Hemisphere, His Majesty established the BARONETAGE OF SCOTLAND AND NOVA SCOTIA by charters which provide that each member of the Order shall have, with other privileges, a grant of 16,000 acres of land, to be held of the Crown as a free barony and regality in all times coming, together with hereditary seat and voice in all the Legislative Assemblies of the Colony.

18. By constructing a Main Trunk Railway from Lake Superior to the Pacific Ocean, at least three great emporiums of trade and commerce will be built upon the line under the auspices of the Company, viz., a Port-Town at both Termini, and a Central City mid-way between them, situated not far from the head waters of the Mississippi, the free navigation of which river is a long-neglected and almost forgotten privilege appertaining by treaty to the people of Great Britain. Whilst, however, such works, as well as the leasing of the fifteen miles of territory on each side of the railway, must necessarily throw into the hands of the Company both political and municipal influence of a vast amount, it is neither asked nor contemplated that any exclusive privileges of this description should be vested in the Company as a Corporation. On the contrary, it is intended that the Company should receive its Act precisely the same as if the vacant territory was already settled and subject to laws for its general rule and governance.

19. At the same time it is submitted that no better system for planting the territory to be crossed by the railway can be adopted than what the precedents of Ulster and Nova Scotia afford. And should it please Her Majesty to erect that vast region into an hereditary VICE-ROYALTY in favour of one of her younger sons, and surround his throne with a new order of Baronets, these circumstances would direct a crusade of peace to the Rocky Mountains, and enlist in the cause of Systematic Colonisation there an array of the best blood, the highest talent, and the greatest worth from the three mother nations.

20. No truth in the establishing of Colonies is more obvious than this, viz., that the introduction into them, *ab initio*, of those elements which are innate to the British

Constitution is a thing essential to their preservation as dependencies of the parent country. In commencing the great work of founding a Trans-Atlantic GREAT BRITAIN on the line of this projected railway in those humanities of loyalty, of industry, and public virtue which prevail at home, no better precedents can be found than those set in Ulster and Nova Scotia by James I. and Charles I. It is allowed on all sides that the councillors of these monarchs acted with consummate wisdom and policy, in regard to the colonisation enterprises to which the English, Irish, and Scottish Orders of BARONETAGE nobility owe their origin. With a view also to the introduction of an hereditary aristocracy, with political privileges, into Canada, the Act of the 31 Geo. III., cap. 31, was passed; and the debates in Parliament upon the subject, which embrace the views of Pitt, Fox, and Burke in the Lower House, and of Lord Grenville and others in the Upper, are worthy of the deepest consideration.

21. It is contemplated that in the Bill for the incorporation of the Company power shall be taken—under regulations ensuring the strictest supervision and control—for the employment of Convict labour. To prevent, however, any portion of the territory to be brought under the influences of civilisation through the medium of this Company from being sown with "rotten seed," it is suggested that such brigades of convict workmen as, during the construction of the Railway, may be used as "hewers of wood and drawers of water" upon the line, shall have no fixed or stationary occupation, but be kept constantly upon the move, as an advanced and isolated corps of pioneers.

22. To insure at all times to the Home Government a due influence over and control in the management and operations of the Company; to guard against all malpractices, jobbing, and inefficiency in the Board of Direction; and to give the company a status so superior to that of an ordinary commercial body as to make service under it a sphere of outlet and ambition for the younger sons of good families and the educated of all professions, it is intended that the Bill for the Company's act of incorporation shall contain a clause providing that the Government shall nominate and appoint one-third of the Board of Directors.

23. It is unnecessary to introduce into this MEMORANDUM any observations of an argumentative character in support of the suggestions which it contains. But, in conclusion, undersigned may remark that since this project for intercourse between Europe and Asia by a route which will bring

London and Pekin within twenty days reach of each other, —and that too by a mode which will enable our wilderness possessions between Lake Superior and Fort Langley to outstrip all the stages of national growth, a spring at once, *per saltum*, into importance, population, opulence, and power —was first propounded by him, the acts passed for and capital authorised to be expended in Railways in the mother country have been as follows, viz.:—

Sessions.		Acts passed.		Capital authorised by Shares and Loans.
1844-5	...	48	...	£20,454,697
1845-6	...	122	...	59,499,452
1846-7	...	270	...	131,713,206
1847-8	...	193	...	44,213,139
1848-9	...	85	...	14,620,471
1849-50	...	34	...	3,155,032
1850-1	...	34	...	4,115,632
1851-2	...	61	...	9,553,275
1852-3	...	51	...	4,333,834
1853-4	...	71	...	9,211,602
1854-5	...	73	...	9,192,038
1855-6	...	59	...	5,784,426
1856-7	...	84	...	10,186,413

—showing a total of 1,285 acts, and a capital of £326,033,217.

24. Within the same period of years, the Emigration statistics show that the following numbers have left our shores for America, viz.:—

Years.		To our Colonies.		To the United States.
1845	...	31,803	...	58,538
1846	...	43,439	...	82,239
1847	...	109,680	...	142,154
1848	...	31,065	...	188,233
1849	...	41,367	..	219,450
1850	...	32,961	...	223,078
1851	...	42,605	...	267,357
1852	...	32,873	...	244,261
1853	...	34,522	...	230,885
1854	...	43,761	...	193,065
1855	...	17,966	...	103,414
1856	...	16,378	...	111,837
1857	...	21,001	...	126,905

—being a total of 499,121 to Nova Scotia, New Brunswick, and Canada, and 2,221,416 to the United States.

25. Finally, considering that the United States Press put upon each British emigrant that settles upon their soil a value of 1,000 dollars, in this way within the 13 years of undersigned's labours in advancing this business and maturing the scheme which this document unfolds, the national wealth of the American Republic has been increased to the extent of 2,221,416,000 dollars; whilst the loss to Great Britain and Ireland within the same period has exceeded £444,283,200 sterling—or in other words a sum larger by 100 millions than what has been expended in making all her Railways since January, 1845.

26. Taking then into review all the circumstances of the case, undersigned is hopeful that the Colonial Minister will now render to him and his associates the countenance and aid necessary to introduce a Bill which for national objects is not second in importance to the new Indian Bill itself. That he is entitled to ask and obtain such ministerial countenance and aid, the most conclusive reasons might be adduced, were the improvidence and neglect brought to light by the above emigration statistics not of themselves sufficient. A combination of events now demands that this great work shall no longer be tampered with nor postponed. Nor will Ministers nor Parliament read aright the handwriting on the wall as regards our shattered empire in Asia, if they defer longer the task of creating upon monarchical principles such a VICE-ROYALTY in the Far West as shall there be a bulwark of British power, wealth, industry, and greatness to the end of time.

RICHARD BROUN,

BART.

SPHINX LODGE, CHELSEA,
9th April, 1858.

P.S.—Lord Stanley having, shortly after Easter, exchanged the office of Colonial Minister for that of President

persons, papers, and records; and have power to report their observations, together with the minutes of evidence taken before them, to the House.

The Committee commenced its sittings on the 18th of February, 1857, and concluded them on the 23rd of June following. During this interval the Committee examined the witnesses whose names follow, and the evidence taken relative to the soil, climate, capabilities, resources, products, &c., of the territories in Western North America embraced by the inquiry, fills a Blue Book running the length of 547 pages, the questions asked and answered being 6,098 in number.

This evidence contains collectively the most valuable and authentic information respecting the regions in the far West to be traversed by the British Pacific Railway which has ever appeared in print. And, as illustrative of the feasibility of constructing the railway, and making it conducive to planting a belt of colonies along the frontier of the United States boundary, the following brief extracts, or rather notes, are taken from it:—

HON. JOHN ROSS.

"This witness, some time Attorney-General of Canada and Speaker "of the Legislative Assembly, says:—'If any project was mooted or "set afloat for carrying a Railway across the North American Conti-"nent, I believe it is conceded that the portion of the continent over "which the Queen's Government extends is the most feasible route that "can be adopted.' Witness says—'He has heard that opinion ex-"pressed by leading and influential Americans who have investigated "the subject.' He believes 'it is Mr. Whitney's opinion; at least it is "the impression that such is his opinion.' Mr. R. considers 'the Rail-"way to the Pacific to be more an Imperial question than a Colonial "one. It is too large an experiment for Canada to make with her "present resources. The Railway is not so much for the benefit of "the interior of the country as for a means of thoroughfare and access "to harbours on the western coast of America, and for the through "trade from China and India. The construction of the Railway is a "most important subject, apart entirely from the opening of the country "through which it will pass.'

"Witness mentioned to the Committee that the Canadian Govern-"ment has offered 4,000,000 acres on the Ottawa to any Company that "may undertake to construct a Railway there. He considers that there "is no difficulty in settling the north shores of Lake Huron and Lake "Superior, and thinks it quite possible to run a Railway along the "same. Speaking of such latter line, he says—'We desire to have it "carried across the continent, believing that it will be for the interest

"both of the Imperial and of the Canadian Government: and we think "that the trade with China and India might be drawn over the same. "From the head of the present concession to the Grand Trunk Railway "of Canada and the Red River Settlement, there is a distance, he thinks, "of upwards of 1,200 miles, the formation of which, as at present in-"formed, he considers to be perfectly feasible, and he hopes to see a "Railway extended in time from that settlement across the Rocky "Mountains to Vancouver's Island."

"COLONEL LEFROY.

"From the minutes of the evidence of this witness, who resided "eleven years in North America, and passed nearly two years in the "territories of the Hudson's Bay Company, it appears that he has "visited every place of any consequence between the east side of the "Rocky Mountains and Lake Superior. He considers that the Red "River Settlement is pretty well adapted for agricultural purposes, "although it does not bear comparison with the best parts of the "British American colonies. Between the Rainy Lake and the Lake "of the Woods is a region which seems to him to possess agricultural "facilities, and to have conditions of soil and climate perhaps not more "unfavourable than in many parts of Lower Canada. In the Saskat-"chewan district there undoubtedly is land susceptible of cultivation "and fit for settlement. At Fort Cumberland a settlement of civilised "Indians has been formed for the last ten or twelve years, and they "have succeeded in growing wheat, barley, potatoes, and various "vegetables. Has seen near Norway House, at the top of Lake "Winnipeg, rhubarb, peas, cabbages, and many other vegetables "growing with success. Buffaloes swarm in the regions near to the "Red River Settlement, and live on the herbage of the plains. Allows "that the land is fertile where such herbage is, and that other products "might be grown upon it. Says all to the north of Lake Superior is "a woody country. There quantities of trees of five feet in diameter are "found, and large beech. East of the Rocky Mountains the largest "trees are pines, and they seldom exceed three feet in diameter. Be-"lieves the southern point of Lake Winnipeg is about the latitude of "some of the finest countries in Europe. At Fort Simpson on Mac-"kenzie River, in about latitude 62°, barley grows very well indeed. "It is also grown at Fort Norman, in latitude 64° 31′. In the neigh-"bourhood of Edmonton coal is found. It is also found near Dunvegan, "on the Peace River. The further you go westward along the same "parallel of latitude, you come to a milder climate. The prevalent "winds being from the westward, these bring from the Pacific a large "quantity of moisture, which moisture has a tendency to ameliorate "the climate of the regions which receive its first benefit. At the Red "River Settlement, which is very healthy, there is an abundance of "the necessaries of life, but little or no trade, because of its interior

of the Board of Control, and Ministers having introduced a measure to erect a portion of the Hudson's Bay Territory into a British colony, it was thought advisable to delay introducing the Bill referred to in the above "MEMORANDUM" until next Session, and to take, pending the autumnal recess, the necessary steps formally to constitute a Joint-Stock Company under the Limited Liability Act.

Following this course during the present month, "THE ATLANTIC AND PACIFIC JUNCTION RAILWAY AND LAND COMPANY" has been registered under the Joint-Stock Company's Act, 1856.

Preliminary announcements of the undertaking have appeared as advertisements in several of the London newspapers; and further to advance the Company's final organisation, this compilation has been put into print.

A Bill to incorporate the Company with Limited Liability will be introduced next Session of Parliament; and prospectuses of the Company, and other information on the subject, can be obtained at the offices of the Company.

III.

GREAT BRITAIN IN THE FAR WEST:

SOIL, CLIMATE, RESOURCES, &c.

"As a Railroad to the Pacific *is a work in which I believe all mankind to* "*be deeply interested, and by its opening would be vastly benefited, my desire* "*for its successful accomplishment is unabated. I hail, then, with joy any* "*proposition by which I can see even a remote chance for the realisation of* "*my fond hopes across British territory. While last in England, in* 1851, *I* "*found many warm advocates for the construction of such a line. It was* "*then, as now, my firm belief that this great work cannot be accomplished* "*through a wilderness so vast except by connecting with its progress a system* "*of* settlement and civilisation. *And I then feared that on a line so far* "*north the climate and the land would not be so well suited for settlement and* "*culture as further south on territory of the United States. I have since* "*examined the subject more thoroughly, and find there is a large extent of* "*territory on the British side well adapted to settlement and culture. Almost* "*the entire way, even through the Rocky Mountains, is a good grass country;* "*while on the Pacific side the same parallels are some* 10 *degrees more mild* "*than on the Atlantic side. As to route, the British side is far the most* "*favourable, with much lower grades. From Lake Superior to the Rocky* "*Mountain range is almost a level country, the ascent so gradual as to be* "*barely perceptible. North of the* 45 *parallel the Rocky Mountains slope* "*towards the Arctic Ocean, and nowhere north of* 50 *degrees do they elevate* "*their peaks above* 5,500 *feet, with many depressions practicable for a railway* "*through them. Is not this, then, the route for the commerce of Europe with* "*Asia?*"—Asa Whitney.

EXTRACTS from the Minutes of Evidence taken last year by the Select Committee of the House of Commons on the Hudson's Bay Territory.

During the course of the last Session of Parliament, a Select Committee of the House of Commons, consisting of eighteen members, was appointed, to consider the state of those British Possessions in North America which are under the administration of the Hudson's Bay Company, or over which they possess a license to trade.

It was ordered that the Committee should send for

" position and want of communication, Domestic cattle are found at " most of the Company's forts, and horses have been known to pass the " winter in the open air at Edmonton."

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" Dr. John Rae.

" Has been twenty-three years in the Company's service, and is " conversant with the territory east of the Rocky Mountains. Knows the " character of the Saskatchewan country from others only, but believes " it is all capable of cultivation. As far as soil and climate are con- " cerned, there is in that part of the continent a considerable district of " country suitable for agriculture and for settlement. In the district of " the Mackenzie River the climate is severe, but barley is grown at " Fort Simpson, at Fort Liard, and at the Yukon. The sort of land at " Red River Settlement is very excellent ground—rich, good ground. " Since 1846, has been almost wholly employed in Arctic service."

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Sir George Simpson.

" For thirty-seven years witness has been the principal resident " representative of the Hudson's Bay Company, having held the situation " of Governor the whole time. Has resided for several years at the " Red River Settlement, also in Oregon and in Athabasca, and has " crossed the Rocky Mountains at three different points. Does not " think any part of the Hudson Bay Company's territories is well " adapted for settlement. The banks of the Red River are alluvial and " produce very fair crops of wheat, but these crops are freq[illegible] " destroyed by early frosts. On the banks of the Saskatchew[illegible] " alluvial soil, but the season is not so long, and the frosts are ea[illegible] " than at Red River. From Fort Frances downwards a stret[illegible] " nearly 100 miles, the banks are no less favourable to agriculture than " the waters themselves to navigation, resembling in some measure those " of the Thames near Richmond. From the very brink of the river " there rises a gentle slope of greensward, crowned in many places with " a plentiful growth of birch, poplar, beech, elm, and oak. The soil of " Red River Settlement is a black mould of considerable depth, which, " when first tilled, produces extraordinary crops, as much on some " occasions as forty returns of wheat; and even after twenty successive " years of cultivation, without the relief of manure or of fallow, or of " green crop, it still yields from fifteen to twenty bushels an acre. The " wheat produced is plump and heavy; there are also large quantities " of grain of all kinds, besides beef, mutton, pork, butter, cheese, and " wool in abundance. Westward from the Red River Colony there are " several hundred miles of level country—a very fine country—towards " the Rocky Mountains. Comparatively speaking, a Railway might " easily be made along the same. At Fort Langley there are several

"hundred square miles of level ground fit for cultivation, where a "colony might be planted. This is a thickly-wooded country. The "climate not so severe in winter as on the east side of the Rocky Mountains. "Potatoes grow in abundance, and the soil is fit for producing nearly "everything. From the Red River Settlement to Fort Langley the "country may constantly be described in this way—'picturesque "country, lakes with gently-sloping banks, the greensward crowned "with thick woods;' and in this 'beautiful country, lofty hills, long "valleys, sylvan lakes, bright green, uninterrupted profusion of roses "and blue-bells, softest vales, panorama of hanging copses.' Thinks "the whole Indian population is about 130,000, of whom about 80,000 "live west of the Rocky Mountains."

MR. WILLIAM KERNAGHAN.

"This witness, a native of Ireland, but now resident at Chicago, as "a general merchant, says he should like to see the trade opened up in "the Hudson's Bay country. The Chicago people have a line of steam-"boats now running towards that territory. They ply from Chicago to "Superior City, Ontonagon, and Marquette. Goods can now be shipped "direct from London, Liverpool, Glasgow, or any port in Great Britain, "to the extreme end of Lake Superior at £2 10s. a ton, in one bottom, or "with transhipment. Superior, a new town at the extreme end of the "Lake, was commenced eighteen months back, and it will this year have "a population of 10,000. Thinks it quite possible to make a similar "settlement on the British shore of the Lake. The navigation of the "lakes opens in the middle of April, and closes about the 1st of "December, but in winter goods might be carried in sleighs. The "Fond du Lac Railway runs 120 miles from Chicago at present, and "is to go to Superior city. Chicago is about nineteen years old, and "has now about 114,000 inhabitants. If the same facilities for emi-"grants existed in the British territories, on the north side of 49 "degrees, as what exist on the American side, the country would be as "thickly peopled as it is south. A great many American people in "Chicago talk of settling at the Red River, provided it is under British "rule. Knows that last year the settlers of the Red River sought a "market for their goods in the American territory, for 500 waggons "left Pembina, with their pork, beef, lard, wheat, and all their agricul-"tural produce, and sold it at St. Paul's, or St. Peter's, and took back "the goods which they required. North of 49 degrees there is no "settlement; south of 49 degrees, in Minesota, there are now 180,000 "settlers. That district had a population, four years ago, of 6,000 "people; it has now 180,000. Red River had as large a population, "twenty years ago, as it has now. The chief settlers in Minesota "are Norwegians and Swedes, and those people would as soon be under "Canadian rule as under American, and they would cross the border "if allowed to do so."

The Honble. C. W. W. Fitzwilliam, M.P.

"In the winter of 1852-3, witness was in Oregon and Vancouver's "Island. The climate of Vancouver's Island is particularly adapted "for settlement by Englishmen. It resembles very much the climate "of England, though perhaps not so cold in winter, and considerably "hotter in summer. The soil is generally productive, although in "places rocky. The country is divided into wood and prairie; the "the latter park-like extensive grounds, stretching into the wood. "About 80 miles to the north of Fort Victoria, there is a coal mine. "When witness visited Nanimo, they were working a 6-feet seam of "coal, at a depth of about 40 feet. Hardly any of the interior of the "island has been explored. In the part of the country which witness "saw, the timber is pine, and fir magnificent. The harbours are excellent. "Nobody who has not seen the enormous quantity of fish, can possibly "credit the value and extent of the fisheries. Many thousand barrels "of salt salmon are sent annually from Victoria to the Company's "depot, at the Sandwich Islands. Herrings are very numerous. On "the coast there are a good many Indians, who live by fishing; there "are none in the interior of the island. The numbers of Europeans "and half breeds, considering them all as white men, are about 300. "Considers Vancouver's Island the most valuable possession in the "Pacific. The only safe harbours in the Pacific exist there, with, "perhaps, the exception of Acapulco and San Francisco. The entrance "to the harbour in the Columbia River is excessively dangerous, and "ships are frequently detained there for weeks in the winter time. "Vancouver's Island is as long as England, but not so wide. In the "adjacent United States' territory of Columbia the population is "increasing vastly. Nootka Sound is a notoriously fine harbour. The "nature of the coal seen by witness is a good coal—an excellent coal, "very like the West Riding of Yorkshire coal. The Indians raise a "great quantity of potatoes, and rear cereal crops—wheat, oats, barley, "&c. In short, the climate and soil are very fine."

Mr. Alexander Isbister.

"Called and examined, states that he is a native of the Hudson's "Bay territories, and passed nearly the first 20 years of his life there. "Considers the general character of the management of the Hudson's "Bay Company of these territories to be unfavourable to the develop-"ment of the resources of the country. The system of the Company "operates as an obstruction to the colonising spirit of the settlers who "are in the territory. There are a chain of rivers well adapted for "settlement between Lake Superior and Lane Winnipeg. The great "desideratum is a convenient line of communication from the Red "River to Canada. At present no outlet exists between these coun-"tries, except the long and inconvenient one by Hudson's Bay, and "the one through the United States. From his knowledge of the

" climate, he considers the country habitable, and one in which settle-
" ment could be made to upwards of 1,000 miles from the American
" boundary line. Has himself raised corn as far north as Fort Nor-
" man, which is near the Arctic Circle. Cultivation can be carried on
" in all the districts between the Great Lakes and the Rocky Moun-
" tains. From Cumberland House to the latter is all the way a great
" coal field. Witness states that there are three passes through the
" Rocky Mountains. One along the Peace River, which actually flows
" through the mountains; one from the northern branch of the Sas-
" katchewan; and the third near the southern branch, which was the
" pass followed by Sir George Simpson when he went over. Wheeled
" carriages can cross the latter pass. About 200 emigrants from Red
" River went across it with their cattle and carts, and went right down
" to Fort Vancouver with all their property."

COLONEL J. F. CROFTON.

" Witness commanded troops which went to the Hudson's Bay ter-
" ritory in 1846, and spent a winter at Red River. Thinks the climate
" is pretty much the same as in Upper Canada. The season there
" opens in the first week of April; and closes about the middle of
" November. Has had much opportunity of seeing the agriculture in
" that settlement. Oats, barley, and wheat grow, and all sorts of
" vetetables. The wheat crop ripens in 90 days, and is the finest he
" ever saw. The foundation is limestone; the soil along the banks of
" the rivers is fertile; and no finer loamy soil could be seen. Says
" the limestone, as a base to the prairie land, extends to the Rocky
" Mountains; so that part of the territory is quite fit for agriculture—
" would make a good colony—and maintain millions of people. Between
" Red River settlement and the Rocky Mountains is a kind of *land-sea*,
" with undulations, over all which he could have driven the lightest
" spring gig. A waggon may be driven between these distances, about
" 400 miles, and he has heard of those who have done it. The remote-
" ness and utter insularity of Red River settlement alone prevent
" people from settling there. Being asked if there would be any great
" difficulty in running a Railway from Lake Superior to the Red River,
" he considers, in these days of engineering, that there are no insuperable
" difficulties in the way of constructing such a line."

MR. JAMES COOPER.

" Is acquainted with Vancouver's Island, from a six years' residence
" in it, between 1851 and 1857. Considers the climate in every sense
" of the word superior to that of Great Britain. Its capabilities of
" agriculture are of considerable extent. The land is partially wooded
" and partially open with prairie. There is plenty of room there for a
" large population. The island abounds in coal, and the rivers and bays

" with fish. The population since 1851 has decreased, from the mal-
" administration of the Hudson's Bay Company. No encouragement
" given for emigration. There are thousands of people in the neigh-
" bourhood of San Francisco and California who would be glad to go
" there if it was a British Colony under a new administration. Says it
" would be most desirable to make it such, and to add to it the large
" and valuable district called Thompson's River, on the main land,
" which stretches from the coast of Puget Sound to the base of the
" Rocky Mountains. This district is in extent about 150 miles, and is
" well calculated for the purposes of agriculture. It is one of the most
" beautiful countries in the world. Better than Vancouver's Island—as
" it is more open land. It is capable of producing all the crops that we
" can produce in this country, and some others that we cannot produce;
" for instance, Indian corn. Wheat ripens to perfection. Twenty-five
" to forty bushels per acre is an average crop. Red pine abounds on
" the main land; and oak, red pine, beech, and maple on the island.
" Gold is found in the Thompson River district, and all the British
" territory west of the Rocky Mountains is most fit for a colony."

Chief-Justice Draper, C.B.

" Is of opinion that at present Canada could not efficiently govern
" and manage the North-west territory, nor even the Red River Settle-
" ment. In Canada there are about 350,000 square miles of land, out
" of which 40,000 only are cleared. Canada still possesses 310,000
" square miles of uninhabited country, which amounts to about
" 198,000,000 of acres. The bulk of this lies towards the Labrador
" Coast. Westward the case is different. There is now no more diffi-
" culty in coming from Fort William at the head of Lake Superior to
" Liverpool than from Chicago to Liverpool. The only obstruction is
" a canal of half a mile or three-quarters. Public attention in Canada
" is now very much directed to the affairs of the Hudson's Bay Com-
" pany: a Canadian settlement is progressing from Toronto, and by the
" Ottawa and Lake Nipissing, and that way up towards the Red River
" Settlement. Townships are now laid out as far as to Lake Nipissing.
" Witness is sanguine enough to look to the establishment of a Railway
" in that direction. Settlement up the Ottawa would much facilitate
" the construction of such a line. Considers, however, that the trade
" from Red River to Canada would take the more natural course by
" coming along Lakes Superior and Huron. Unless by such a course
" commercial intercourse is maintained with the territories west of Lake
" Superior, witness thinks 'farewell' may be said to their long remain-
" ing British property. To avoid also any after conflict of opinion
" between the Home Government and the Canadian one, as to the con-
" struction of a Railroad across the whole continent to the Pacific, he
" considers that the Imperial Government should take the disposition of
" that question, and retain it in their own hands. Is aware that the

" Ottawa and Lake Huron Railway, under a private company, is to be " assisted by a grant of public lands—the Canadian Legislature having " granted last year for that purpose 4,000,000 acres of land in the route " of the proposed line."

RICHARD KING, ESQ., M.D.

" Was surgeon and naturalist to the expedition in 1833 in search of " Sir John Ross, states that the enormous tract of country, bounded on " the north by Athabasca Lake, and on the south by Cumberland House, " is, as regards both soil and climate, peculiarly adapted for cultivation. " There is abundance of limestone in the tract of country, and magni- " ficent trees. The whole way along the Great Fish River to the " Polar Sea, is a very fine grazing country. Whales, seals and por- " poises abound in the Polar Seas. Along the Coppermine River " there are exhaustless supplies of copper, coal and galena. The re- " sources of the country have never been developed in the slightest " degree by the Hudson's Bay Company."

MR. JOHN MILES.

" Witness was in Vancouver's Island in 1852. Considers that the " island, in soil, climate, minerals, &c., possesses every essential for the " formation of a great colony. He crossed the Rocky Mountains " between Mount Hooker and Mount Brown, following a simple Indian " track."

MR. JOHN MCLAUGHLIN.

" Is a general trader, and resided about five years in the Red River " Settlement. Says that neither physically nor intellectually are the " half-breeds there inferior to the whites. The colony has been practi- " cally discouraged by the Hudson's Bay Company. Witness suggests " that a line should be drawn from Norway House, along by the " southern branch of the Saskatchewan to the Rocky Mountains, and " that the territories south of said line should be opened for trade and " colonisation. If free grants were made, the territory from Saulte St. " Mary to Red River would soon be settled. Owing to the greater " facilities and inducements held out by the United States, there has " been a rapid and immense increase of the population of Minnesota."

RICHARD BLANCHARD, ESQ.

" Was first Governor of Vancouver's Island, 1849. The year previous " the license of exclusive trade for twenty-one years was granted to the " Hudson's Bay Company, which will expire in 1859. The climate is

"very good and temperate, and not subject to such extremes as Eng-
"land. A large portion of the soil is very fertile. There were only
"about thirty independent settlers when witness left the island in 1851.
"Coal had been discovered. As yet the island is nothing more than a
"trading post of the Hudson's Bay Company, which company is
"opposed to colonisation."

RT. HONBLE. EDWARD ELLICE, M.P.

"Witness became connected with the Hudson's Bay Company
"in 1803, and with the North-west Company in 1805. These com-
"panies became united through his negotiation in 1820. Their joint
"capital is £500,000. Since the amalgamation the Hudson's Bay
"Company has been more a Canadian than an English company. The
"Red River Settlement was established by the Earl of Selkirk, who
"reconveyed his interests in it back to the Company in 1836, for
"£84,111. The Company's stock is £100, its value is £200, and it
"pays annually 10 per cent. The Company are bankers for the whole
"Red River Settlement. The legality of the rights of Lord Selkirk
"was both denied and disputed. It is also an idea that the legal claims
"of the Hudson's Bay Company to the territory occupied by it have
"not been established before any of our Courts. In the second year of
"the reign of William and Mary, in 1690, an act passed confirming
"to the Governor and Company of Hudson's Bay all privileges of
"trade only for seven years. Witness can give no explanation how,
"after the expiration of the said seven years, the Company still con-
"tinued to possess these privileges. It still remains to be shown
"whether subsequent legislation, or subsequent grants, have given to
"the Hudson's Bay Company a right to a territory which, under the
"[illegible] of William and Mary, they did not possess. Witness, in 1804,
"[illegible]ed to Sir Richard Neave, their Governor, £103,000 for the whole
"Hudson's Bay Company. This he did to purchase the Company for
"the Canadian Companies at that time. Where the monopoly of the
"Hudson's Bay Company is not *a necessity*, witness has nothing to say
"in its favour. The Company's claim to territory is confined to the
"portion east of the Rocky Mountains. Wherever colonisation is
"practicable or desirable, witness considers the rights of the Company
"should not interfere with it."

ALFRED R. ROCHE, ESQ.

"Has been in Canada for the last 16 years, and is attached to the
"Provincial Secretary's department. Has never been in the Hudson's
"Bay territory, but has had communication with a great many persons
"who have been there. Believes the territory to be much more valu-
"able than it has been represented, and especially in minerals. There
"are very valuable copper-mines on the Copper-mine River, and also

" malachite. The feeling in Canada is adverse to the Hudson's Bay " Company, and they will not rest until the Charter is abolished. That " cry has been echoed throughout the Province by the Press, and by " public men of all degrees. The Commissioner of Crown Lands, in a " recent Report, speaks of all the land in the western peninsula of " Canada having been disposed of, and that he finds many people prefer " going to the prairies of the Western States to going through the " labour of clearing the forest. He therefore thinks that the prairies " of the Saskatchewan, the Red River, and the Assiniboine will offer " greater inducements for settlement than the lands that remain in " Canada. Witness does not think that it is important that these " vacant territories should be annexed to Canada, provided they are " settled in some way, and their resources turned to account. If a " considerable settlement was formed on the shores of the Pacific Ocean, " it would be impossible to give the inhabitants a participation in the " free institutions happily enjoyed by Canada, unless the Pacific Rail- " way which is contemplated is constructed. Power for emigration to " extend extend itself westward is one great object wanted. The Cana- " dians desire to see the whole country settled and developed. A " petition has just been presented from about 600 of the Red River " people to the Parliament of Canada, asking to be annexed to the " Canadian territory. In this petition they say they have appealed to " the Imperial authorities without effect. A Committee of the Colonial " Legislature has been appointed to inquire into the whole matter. " This Committee is likely to report very shortly on the subject."

JAMES TENNANT, ESQ.

" Is Professor of Mineralogy in King's College, London. His " attention has been directed to the mineralogy of British North America, " and he has had occasion to examine a very large quantity of minerals " which have been brought from thence from time to time. Witness " believes that minerals exist there in large quantities. At the British " Museum is a large specimen of pure copper from the Copper-mine " River, precisely similar to that which occurs on the American side of " Lake Superior. Gold has been brought from Queen Charlotte's Island; " the specimens being precisely similar to the gold quartz which occurs in " Australia, and also in northern parts. The structure of the mining " districts in Siberia show a close similarity to those occurring in the " Hudson's Bay territory. Indeed the minerals in the one country " are identical with those in the other. Cryolite occurs, the substance " from which the new metal called aluminium is obtained. Lead ore " also is found in large quantities, combined with silver. Taking " Queen Charlotte's Island on the west part of the territory, Lake " Superior as another point, and the Copper-mine River to the north, " witness should expect to find in the intermediate districts many " minerals analogous to those of the countries to which he refers. The " geological character of Siberia is well developed, and from the natural

" strata and the similarity of the one district to the other, witness con-
" siders the same minerals will be found in the Hudson's Bay territory
" as are found in it."

LIEUT.-COLONEL W. CALDWELL.

" Was seven years in the territories under the Hudson's Bay Com-
" pany as Governor of Assiniboia, and returned in October, 1855.
" Does not know the Saskatchewan district, and never was in Minesota.
" Witness's attention was called to the following paragraph in a recent
" American newspaper: 'Those that are afraid to come up to Minesota,
" because the finances are all taken up, need not despair: recent explora-
" tions have brought into notice a fertile region, abounding with wood
" and coal and minerals, lying on the Saskatchewan, which empties
" itself into Lake Winnipeg, which empties, through Nelson River, into
" Hudson's Bay;' and he believes it likely that American emigrants
" would find their way into that territory, because the access to it is so
" very easy and approachable across the plains. Considers the only
" obstacle to the colonisation of the country is the difficulty of getting
" there. The want of roads is the great obstruction. If land was as
" readily obtained on the Red River, and access as easy, witness sees
" no reason why emigration should not flow there. As regards the
" climate and the soil of Red River, he considers the country capable of
" supporting a considerable population. Has heard from those who
" have cultivated land that they have got as much as thirty bushels for
" one. It has not been the object or the interest of the Hudson's Bay
" Company to colonise. In 1848 there were about 5,000 inhabitants
" at Assiniboia"

THE REV. G. O. CORBETT.

" Was about three years in the Hudson's Bay territories, and left in
" 1855. Witness gave evidence as to the obstructions given by the
" Hudson's Bay Company to the formation of settlements. Considers
" the physical character of the Red River country very good for agri-
" cultural purposes; and thinks that agricultural operations may be
" profitably extended to a very great distance from the banks of the
" river. Has heard Mr. McDermott (who is perhaps the greatest mer-
" chant on the banks of the Red River) say, again and again, that he
" is quite surprised that the authorities in England do not extend the
" route *via* Lake Superior, and open up a grand overland route, and
" form a great nation from Lake Superior right across the Rocky
" Mountains; that could be done, and that he is surprised that towns
" and cities have not been raised up. There is a great deal of coal
" towards the source of the Assiniboine River, which might be brought
" down in large bateaux, the mode by which the company now bring
" down their furs and peltries. If there was a market, agricultural
" pursuits might be profitably carried on to a large extent—to an

"almost unlimited extent. The latitude to which witness refers, is "perhaps four degrees or five degrees north of the boundary line. The "soil about the Red River is alluvial and they cultivate it without "manuring it; they sow it for twelve or fourteen years together, and "produce for 4 quarts 12 bushels of wheat, 65 to 70 lbs. to the bushel, "which witness is told by the farmers of England really exceeds the "returns in many parts of Great Britain. Fine streams run into the "Red River, along the banks of which are a fair quantity of wood. "It is a country which will naturally support cattle. In winter cattle "require to be housed at night but not by day. Great dissatisfaction "is felt at the Hudson's Bay Company's system. Hence, perhaps, "200 carts and men cross the plains and travel not much less than "1,400 miles backwards and forwards, in order to get supplies from "the United States at a reasonable rate. The difficulties of the route "between Lake Superior and Red River are by no means insurmount-"able. Pembina is within the American frontier, and is now occupied "by Americans. It is 70 or 80 miles from the Red River Settlement. "The Americans are giving every facility for settlement, as close up "as possible to the boundary line."

The following extracts are from the evidence taken by the Select Committee of the Canadian Legislature, appointed to receive and collect information as to the character of the soil and climate of the Hudson's Bay Territory, and its fitness for settlement, and reported in June, 1857:—

MR. ALLAN MACDONELL.

"Considers the claim which the Hudson's Bay Company set up to "territory under the charter of Charles II., in 1670, has no foundation "in law or equity. The act 1st of William and Mary did not legalise "and confirm the charter, but only for the period of seven years, and no "longer. That act has never been renewed since it expired in 1697, "and consequently the charter is left as it originally stood, and is wholly "unaffected by any conformity Act of Parliament.

"The able memorandum furnished to the Canadian Legislature by "the Hon. Mr. Cauchon recites historical facts, and furnishes data to "warrant the conclusion that the assumption of power over the territory "in question by the Hudson's Bay Company is an usurpation.

"The French ceded Canada to the British crown in 1763, and "about thirty years afterwards the Hudson's Bay Company, first "entered the valley of Saskatchewan. It was not until 1814 that "the company set up a claim of exclusive rights. In 1821, the union "between it and the North-West Company took place; and the effect "of that union has been to destroy a trade which had theretofore bene-"fited Canada by turning it through Hudson's Bay.

"Were the trade thrown open, the facilities which now offer for the "successful carrying it on are as 100 to 1 as compared with the former

" period. For instance, the same quantity of merchandise can now be " laid down at Fort William for £300 to £400 as cost formerly £30,000. " Witness is convinced that within two years a trade might be carried " on between Canada and the shores of the Pacific *via* Lake Superior " and Lake Winnipeg, and that a chain of settlements may be formed " along the route. In 1814 and 1815, Fort William had frequently " 3,000 traders assembled there, when Toronto could not number 300. " Goods from England could, *via* the river St. Lawrence, be laid down " on the shores of Hudson's Bay or Lake Winnipeg before they could " leave England for those points *via* Hudson's Bay. Witness believes " the country to be a very fine country, and not at all inferior to the " most favoured places of Canada West."

Mr. George Gladman.

" Is a native of the Hudson's Bay territory, and has been thirty-" one years in the Company's service. Wintered, in 1814, at the station " called New Brunswick; the soil there is very good; excellent pota-" toes are raised, and also every description of vegetables. Oats ripened " well and also barley. Witness made no attempt to raise wheat, but " since then has been informed that wheat has been tried, and with " very good success. The station is mid-way between Lake Superior " and Moose Factory. At the latter place witness resided fifteen years. " It is the chief depôt of the Company in the southern department. The " climate and soil are good. Potatoes and vegetables in great abundance; " barley ripens well; small fruits, as currants, gooseberries, strawberries " and raspberries are plentiful, and grow wild. At Albany, the climate " and soil do not differ much from Moose; and at Cumberland House " the climate is favourable for garden stuffs of every sort, and excellent " wheat is grown there. Horses are not housed at all during the winter, " and thrive very well in the reedy swamps near to the station.

" Was at the Red River for a few months in 1841. Wheat may be " raised at the settlement in almost any quantity. Hitherto the want " of a market for their products has cramped the energies of the set-" tlers. An extract from the census of 1856 shows that the number of " horses then at the settlement was about 2,800, horned cattle 9,300, " pigs, 4,700; sheep, 2,400; estimated value of live stock, £52,000 " sterling. The population, including Indians, is about 10,000.

" The Red River section, the Swan River, the Saskatchewan, the " Assiniboia and the lands west of the Lake of the Woods, are con-" sidered the most desirable portions of the country for farming pur-" poses. Other localities are no doubt equally as good, and where wood " is more abundant as the Winnipeg River, and the borders of Rainy " Lake."

Mr. William Mac D. Dawson.

"Is at the head of the Woods and Forests Branch of the Crown "Land Department of Canada, and resides in Toronto. Witness has "for many years made the titles under which the Hudson's Bay Com- "pany claim certain rights of soil, jurisdiction and trade in the British "North-west possessions his particular study, and the result of his "investigation has been to demonstrate that in the Red River and "Saskatchewan countries the said Company have no right or title "whatever, except such as they have in common with other British "subjects. Wherever, in these bounds, they have any possession or "occupancy they are simply squatters. The governmental attributes "they claim in that country are a fiction, and their exercise a palpable "infraction of law.

"Witness considers the Western limits of Canada has never been "assigned; but in May, 1818, the Justiciary Court of Quebec, in a "trial for murder committed on the river Winnipeg, decided that the "westerly boundary of Upper Canada was a line on the meridian of "88° 50′ west from London. The early boundaries of Canada, or New "France, includes, he thinks, the whole of Hudson's Bay, and also the "Red River and Saskatchewan. The French claimed to the Pacific, "and no westerly limit was assigned to Canada, either before or since "the Treaty of Paris in 1763.

"Being asked, 'Do you know of the soil and climate of the British "territories north and west of Lake Superior to the Pacific?' witness "replied, 'I know it in a general way as well as I can know any "country that I have never been in. A great deal of it is of the finest "character, both with respect to soil and climate; but in such an extent "there are, of course, some sterile, rocky and barren tracts. To the "west, after crowning the right of land near the head of Lake Superior, "there is a great deal of flat country. The distance from the most "westerly British point of the Lake to the Red River Settlement in an "air line is 350 miles; and there is no reason to apprehend that the "average difficulties of making a road the whole way are greater than "are ordinarily met with in the interior of Canada.'

"Witness says, to make an excellent waggon-road clear through "from a British Port on Lake Superior to Fort Garry on Red River, "allowance for curvitures, bringing the distance up to 400 miles, "would take, say £95,000. Such a road, at a cost of £250 per mile, "would immediately transfer the trade from St. Paul's to Lake "Superior, would speedily pour in a large population into the county, "and would likewise lead to its becoming settled throughout its entire "length. This result is worth millions of money to the people and "trade of this country.

"Witness further observes: Dr. Rae says, behind the rock- "bound shores of Lake Superior the country is low and swampy. "Swampy, as used in Canada conveys an erroneous impression to "English readers, who do not know that what is called a *swamp* in "Canada is a level tract, with a thicket growing upon it, which keeps

"the ground damp by keeping out the suns rays; that there is generally "from six to eighteen inches of rich vegetable mould on the surface, "with a pretty stiff clay bottom, and that in short a Canadian swamp is "about the best ground that Nature ever made for a Railway track.

"The wheat grown in Eastern Canada, north of the 18th parallel "of latitude, obtained honourable mention as ranking next after "the prize wheat at the World's Exhibition in Paris. The climate "ameliorates to the westward; and wheat has been raised with success "at Fort Cumberland. Now Fort Cumberland is upwards of 300 miles "due north of the boundary. Following the same meridian due south, "therefore, there must be one of the finest wheat growing countries "imaginable. Between the 49th and 60th parallels lie some of the "finest countries in the world, including the whole of the British "Islands. The 60th parallel of north latitude passes through Chris-"tiana in Norway, a little north of Stockholm the capital of Sweden, "and through St. Petersburgh. There is no barrier, therefore, to a "new St. Petersburgh being in lattitude 60° north on the west coast "of America, any more than on the west coast of Europe.

"The 49th parallel of north latitude passes nearly a degree south "of the southernmost point of England, through the environs of Paris, "through the southern provinces of Germany, and less than a degree "north of Vienna. There is no reason therefore, as regards climate, why "the lower course of the Fraser, or the upper course of the Columbia, in "British territory and in the same latitudes, should not rival the banks "of the Rhine, the Meuse, or the Moselle. Nor is there any reason why "the valleys of the Unjiga, the Elk, the Saskatchewan, the Red River, "and Assiniboine should not yield their golden harvests as rich as those "of the Weser, the Elbe, the Oder, or the Vistula.

"The Lake Superior route to the Red River was not always such a "solitude as it is now. In 1817 the aggregate number of persons at Fort "William was composed of natives of fifteen different countries, with "various tribes of Indians, and half breeds These features of an embryo "city were in strange contrast with the desolate and decaying loneliness "which the blight of an illegal monopoly has thrown over it to-day. The "entrepot of the trade of half a continent, which but for that blight would "at this day have helped to enrich the Canadian people, to fill their "canals, and to swell the traffic on their railroads; and it depends upon "the action to be taken now how long the incubus is to last."

A petition signed by Roderick Kennedy and 547 others, inhabitants and natives of the settlement on the Red River, was presented last year to the Legislative Assembly of the Province of Canada, in Parliament assembled. This document contains the following paragraph:—

"Our lands are fertile, and easily cultivated, but the exclusive

" system of the Hudson's Bay Company effectually prohibits the tiller " of the soil, as well as the adventurer in any other industrial pursuit, " from devoting his energies to those labours which, while producing to " the individual prosperity and wealth, contribute to the general advan- " tage of the settlement at large.

" Under this system our energies are paralysed, and discontent is " increasing to such a degree that events fatal to British interests, " and particularly to the interests of Canada, and even to civilisation " and humanity, may soon take place.

" As British subjects, we desire that the same liberty and freedom " of commerce, as well as security of property, may be granted to us " as is enjoyed in all the other possessions of the British Crown, which " liberty is become essentially necessary to our prosperity, and to the " tranquillity of this colony."

Mr. John Mc Lean in his published *Notes of a Twenty-five Years' Service in the Hudson's Bay Company*, says :—

" A single Scottish farmer could be found in the colony at Red " River able alone to supply the greater part of the produce the Com- " pany require ; there is one, in fact, who offered to do it If a sure " market were secured to the colonists of Red River, they would " speedily become the wealthiest yeomanry in the world ; their barns " and granaries are always full to overflowing ; the Company purchase " from six to eight bushels of wheat from each farmer at the rate of " 3*s*. per bushel, and the sum total of their yearly purchases from the " whole settlement amounts to 600 cwt. flour, first and second qualities ; " 35 bushels rough barley ; 10 half-firkins butter, 28 lbs. each ; 10 " bushels Indian corn ; 200 cwt. best kiln dried flour ; 60 firkins but- " ter, 56 lbs. each ; 240 lbs. cheese ; 60 hams. Where he (the Red " River farmer) finds a sure market for the remainder of his produce, " Heaven only knows, I do not. This however I do know, that the " incomparable advantages this delightful country possesses are not " only in a great measure lost to the inhabitants, but also to the world, " so long as it remains under the dominion of its fur-trading rulers."

" British Columbia.— Far away under English rule, an English " climate with its drawback gone ; a rich soil that will grow in abun- " dance any English crop ; upon which currants and gooseberries, rasp- " berries and strawberries run wild, and where cattle multiply ; a " country with coal seams and good harbours ; ought to have drawn " years ago many an English colonist towards Vancouver's Island. The " island was granted to the Hudson's Bay Company for a short term " that will expire next year. It was granted with the stipulation that

"the company should promote colonisation; but with the foreknowledge "that the Hudson's Bay monopolists have from the outset not only "discouraged colonisation, but have in some instances put it down with "a strong hand. Their desire ever is to keep third parties from inter-"ference with their commerce among the Indians, and to prevent the "cultivation of a soil on which now roam at large the animals it is their "business to skin. In Vancouver's Island itself the work that can be "done by trappers is perhaps not worth £50 a year; but principles "must be upheld. It is only a step from the island to the mainland "of that western shore of British America which was called New "Caledonia until within the last few weeks, but which her Majesty has "now named British Columbia. Two years ago there first came "obscure tidings of gold found in this region. Now, all the world hears "of the great wealth of gold contained in it; and even from California, "where gardeners and grooms earn £120 a year and their keep; "where a competent shepherd earns £240 a year and his keep; and "where bricklayers may earn £10 a week—it is calculated that during "the first six months of the fever for a change to the new Tom Tidler's "ground not less than 40,000 people will have emigrated to Vancouver's "Island and the mainland opposite.* Great things are now anticipated. "Vancouver's Island, in the North Pacific, is to become the seat of a "noble British colony and of a naval arsenal complete in every detail. "If England pleases she may build among the many islands in the sea "between Vancouver's Island and the mainland a Cronstadt to the "Pacific, and fasten with a mighty padlock, if such security be needed "her possessions on the western coast of North America, now regarded "as of inestimable value."—*Dickens' Household Words.*

* It is estimated that the gold discoveries will attract to British Columbia, before three years elapse, no less a population than 500,000 souls. Mr. Cornwallis, in his work just published, "THE NEW ELDORADO," says—"The history, brief as yet and marvellous, of the country of our *El Dorado*, by the wash of the North Pacific, stands alone and unparalleled in the long annals of the world. It has eclipsed California, and out-shone Australia; it has attracted, by an almost magical influence, tens of thousands to its shores, and flashed upon the universe in alluring fascination. It has sprung into life full armed, as Minerva from the brain of Jove. That which, but a brief period gone, reposed a solitary yet riant wilderness, is now alive with the clamours of a rushing sea of men, and the foundations of cities are already laid, far down from the Rocky Mountains to Vancouver, that hilly and forest-clad isle of a thousand beauties and a nation's promise—the England of its ocean."

IV.

APPENDIX,

CONTAINING

NOTES, EXTRACTS FROM THE PRESS, STATISTICS, &c.

"It must be obvious to the most superficial understanding, that the opening of any inter-oceanic RAILWAY *would effect as great a revolution in the trade of the world as that which was brought about by the discovery of the Cape of Good Hope route to India, and other countries of the East. The trade of China, Japan and of regions comparatively unknown, would be impelled to the Pacific Terminus of the Railroad whence it would be carried to the Great Atlantic Ports, to be afterwards distributed over America and Europe. Hong Kong, Shanghae, Canton and other marts of Chinese trade would be brought by steam within a few day's distance of the great Emporium which would spring up on the coast of the Pacific."*—MORNING POST, Dec., 1857.

Parliamentary returns show that the average cost of 145 Railways in this country has exceeded £33,000 per mile; whilst 37 lines have cost less than £11,000 per mile, 26 lines less than £8,000 per mile, and 11 lines less than £6,000 per mile—some of the lower rates of cost having been for lines carried through country of a difficult character.

In 1845, the cost of the Railways of North America, nearly 4,000 miles in length, averaged about £5,809 per mile; but since then, improved modes of construction have reduced the expense very considerably.

As already stated in page 6, about three months subsequent to the period when Sir Richard Broun had announced his great scheme for uniting the Atlantic and Pacific Oceans by means of a through Trunk Railway over British soil, and making the same a means for settling systematically the vacant Crown territory along its whole length, the *Times* newspaper first published a notice of an American Pacific Railroad, started by Mr. Asa Whitney, an enterprising merchant of New York.

Mr. Whitney's project contemplated the construction of a Railway from the western shore of Lake Erie to the navigable part of the Columbia River, in the Oregon territory. The length of the proposed line was stated to be 2,750 English miles, and the expense of its construction was estimated at 50,000,000 dollars.

After the first portion of this compilation had been put into type, a morning journal (the *Standard*, 13th September, 1858) published under the heading of "RAILWAY TO THE PACIFIC," an interesting article from the pen of Mr. Whitney, filling nearly two columns.

In this article that distinguished American observes:—

"Having, as I may say, made this subject the study and object of my life—and though for the last six years I have abandoned all hope of its

accomplishment across the territory of the United States, and as it is a work in which I believe all mankind to be deeply interested, and by its completion would be vastly benefited—my desire to see its successful accomplishment is unabated, and I hail with joy any proposition by which I can perceive even a remote chance for the realisation of my fond hopes across British territory. I am so truly an American, that it was the desire of my heart to see my country control the commerce of the world, as it no doubt would have done with this road completed, as proposed by me, and to which I devoted all my efforts and energies for the twelve best years of my life. But that is now all past, and my country has lost its power over this great subject for ever after. It now remains with England to accomplish that which the United States have failed to do."

Mr. Whitney then gives his reasons for thinking that the United States cannot accomplish this great work, after which he remarks:—

"The immense business which the commerce and intercourse between Europe and Asia would bring to the Railroad, would, as a natural result, form the foundation for the employment and support of a densely populated belt on its line from ocean to ocean; and, so far as the soil and climate are suited, this would be principally an agricultural people. T would then give comfort and plenty to millions now destitute in the Uni Kingdom."

"While last in England, in 1851, I found many warm advocates for the construction of a Railroad to the Pacific over British territory. It was then as now my firm belief that this great work cannot be accomplished through a wilderness so vast, except by connecting with the progress of the work a system of settlement and civilisation; and I then feared that on a line so far north, the climate and the land would not be as well suited to settlement and culture as further south, on territory of the United States. I have since examined the subject more thoroughly, and find there is a large extent of country on the British side well adapted for location and culture. At the Selkirk Settlement, further north even than necessary for the line of this road, wheat, rye, barley, oats, potatoes, and even Indian corn are cultivated to perfection; the yield large and grain fine, and almost the entire line, even through the Rocky Mountains, is a good grass country; while on the Pacific side, the same parallels are some 10 degrees more mild than on the Atlantic side.

"As to route, the British side is far the most favourable, with much lower grades. From Lake Superior to the Rocky Mountain range is almost a level country, the ascent so gradual as to be barely perceptible. North of the 45th parallel, the Rocky Mountains slope towards the Arctic Ocean, and nowhere north of 50 degrees do they elevate their peaks above 5,500 feet, with many depressions practicable for a railway through them.

"Is not this, then, the route for the commerce of Europe with Asia? Look at Halifax, on the Atlantic, and Paget Sound, directly opposite, on the Pacific. Has not Nature formed these for the termini of this great highway? Halifax is known to be one of the safest, best, and most capacious of bays and harbours on the Atlantic side, easy of access at all seasons, and there is no harbour west of it for the entire North American west that can be entered with a sailing vessel during the prevailing north-east winds. Hence the great danger and long delays in the winter navigation between Europe and the United States. And on the Pacific side, Paget Sound even excels it; the only harbour on that side at all suited for such a vast com-

merce. Its position with the trade winds in the Pacific gives to it the control of the entire Pacific coast, and of Asia also.

"Here, then, would be the GREAT HIGHWAY for nations, with its termini the depots for the commerce of Europe and Asia, the American continent, and the world, under the control and management of one head. A cargo of merchandise might then pass from the Atlantic to the Pacific, without transhipment or delay, with the actual distance from London to China, some 2,000 miles less than any route likely to be fixed upon by the United States. Let England, then, *now* put forth her whole strength, and build this GREAT HIGHWAY for the world over her own soil. It can be accomplished with modifications on the plan proposed by me to the United States."

Under the pressure of public opinion in the United States Congress, in the Session of 1852, voted 100,000 dollars for the survey of several distinct routes for a Railway to the Pacific. At this time nineteen different States of the Union passed resolutions in favour of the enterprise; and the *Times* correspondent at New York in June following wrote as follows:—"The projected Railroad from the Mississippi Valley to the Pacific Ocean is now exciting a very general interest throughout this country. It is the theme of universal discussion in conventions, State Legislatures, and public bodies of every description. Information on the subject is read with avidity, and the Federal Government has taken hold of the matter with earnestness."

The Report in 1855 of the Secretary of War of the United States, on the several Pacific Railroad explorations, seems fully to warrant the conclusion that the construction of a Railway to the Pacific Ocean through any portion of the territory belonging to the American Union will be found to be utterly impracticable.

Five routes have been surveyed by competent engineers, and the following is a tabular summary of the information regarding them, which their official reports contain:—

Routes.	Miles.	Average and Deviation Feet.	Length of Level Routes. Miles.	Comparative Cost Dollars.
1. Extreme Northern (Stevens)	1,861	18,000	2,307	130,784,000
2. Mormon	2,032	29,120	2,583	110,095,000
3. Benton's	2,080	19,986	3,125	—— *
4. Albuquerque	1,592	18,812	2,816	169,210,265
5. Extreme Southern	1,618	32,784	2,239	68,970,000

SUMMIT OF HIGHEST PASS.

	Feet.
1. Extreme Northern Route	6,011
Tunnel at elevation of...	5,219
2. Mormon Route	8,373
3. Benton's Route	10,032
Tunnel at elevation of	9,510
4. Albuquerque Route	7,172
5. Extreme Southern Route	5,717

* The cost by this route is so great that the road is held to be impracticable.

The *New York Herald*—the *Times* of the transatlantic world—commenting upon this report, 10th March, 1855, observes:—

"Upon the whole, this official report, the *resumé* of authentic and reliable explorations, bears us out fully in all we have said for the last ten years of the hideous and revolting sterility and desolation of all that vast region lying between the immediate valley of the Mississippi and that great mountain chain, the Sierra Nevada, which overlooks the Pacific. From the British boundary down to the boundary of Mexico and far beyond, it is an Asiatic region of timberless steppes, volcanic mountains, and sandy deserts, very closely resembling the deserts of Arabia. Such is the Great Basin, the only important oasis of which is occupied by the Mormons; such is the country between the Gila and the Pacific; and such is the Gadsden territory.

"We consider this report conclusive as to the best route for a Pacific Railroad through United States territory—it is the extreme southern route. A glance on any respectable map of the United States, at the several routes indicated, will satisfy the reader of this fact. The engineers of the army have only made it more clear and satisfactory from their actual surveys. The only remaining question, then, is the cost and the time required to build a Railroad 2,000 miles over an uninhabited desert; the workmen and their provisions, the timber and materials of all kinds to be supplied from the two extremities."

The *Daily Telegraph*, 13th February, 1856, contained a communication, citing from an American paper an article entitled "Is a Pacific Railroad possible?" as follows:—

"It all turns upon a question of water. The Railroad can be built, no doubt; but whether the iron horse can find drink enough to sustain him on his long journey, is the unsettled question at Washington. For, observe—

"The Railway will have to traverse three distinct kinds of country. The first 300 miles after leaving the western borders of civilisation is rolling prairie covered with luxuriant grass, watered with occasional streams, and tolerably supplied with timber. This region presents no obstacle to the construction of the road, nor to the running of locomotives.

"Next comes 600 miles of arid desert, waterless,* treeless, as unproductive as a bank of ashes, except that at long intervals small streams are found coursing narrow valleys and giving life to a few stunted trees and a little coarse grass. The timber required for this part of the road, the food for the support of labourers, and every article necessary for the passage of trains will have to be transported from regions more highly favoured by nature.

"This desert extends to the base of the Rocky Mountains. The rest of the distance to the Pacific in an alternation of mountains, deep valleys, table-lands and desert plains. A small portion of this region, which is more than 1,000 miles wide, is well wooded and sufficiently watered, but the greater part of it is as destitute of wood and water as the desert itself. The Government explorers say that this mountain region, rocky and pre-

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* "Let it be remembered, that the region west of the Missouri River is doomed to endless sterility south of the 46 parallel. Dry and arid winds render agriculture impossible. An atmosphere totally deprived of moisture by the Rocky Mountain Chain for many months of the year creates a sterile belt some 300 to 400 miles across where rain seldom and dew never falls."

cipitous as it is, furnishes facilities and opening for the building of a Railroad that seem almost providential. The lack of wood and water is the only serious obstacle, and the only question is whether it is insurmountable.

"Timber, of course, can be bought and transported. A cross-tree, value here 25 cents, doubles its cost by being transported 150 miles. Consequently there will be hundreds of miles of the Pacific Railroad, every cross-tree of which will cost three or four dollars. Then huge depots of fuel will have to be established all along the route, every cord of wood, every ton of coal, costing five or six times its value on the Mississippi River.

"Money can do all this, however. But money cannot transport the enormous quantities of water that will be required for the locomotives. That is totally out of the question. It remains to be ascertained whether by boring into these arid wastes, and into those rocky hills, water can be obtained. That is the question to be settled before it can be known whether a Railroad to the Pacific through United States territory is or is not a possibility. After *that* is settled it will be time to enquire whether it is worth while to expend the almost incalculable sum that the Railroad will cost.

"There, reader, you have the case in a nut shell: you are saved the trouble of going over heaps of reports and narratives."

Ten months later, and notwithstanding the decisive veto put upon the Gigantic Project first broached in America by Mr. Whitney of constructing a Railway from the New England States to the Pacific seaboard, by the Reports of the engineers employed by Congress to make the explorations, the *New York Tribune*, in the end of 1856, under the head of "PACIFIC RAILROAD," contained the following paragraph:—

"The Pacific Railroad is the grandest enterprise of the age. Its influences cannot be predicted; but it is not too much to say that its construction will not only bring Western America into more intimate and kindly relations with both shores of the Atlantic, but that San Francisco and New York will thereby become stations on the quickest route from both Australia and China to England and France. It may seem too much to expect that our tea will reach us overland rather than by sea, and from the West instead of the East, yet that is by no means impossible. That the completion of this road would quadruple the emigration from the Atlantic slope and the Mississippi Valley to the shores of the Pacific, will hardly be doubted. We believe it would render California the most desirable new country, and San Francisco, or some other Pacific terminus, one of the most populous and wealthy cities on the globe. We estimate the total cost of the work at 100 million dollars—that is, £100,000 dollars per mile for the 1,000 miles stretching from the eastern base of the Rocky Mountains to the western base of the Sierra Nevada, or an equivalent to this, if the northern route shall be chosen. The rest of the road would easily build itself—that is, companies would be found glad to undertake its construction as a corporate enterprise, with no other inducement than the profit of running it; and these roads would be a good investment, even though the connecting link should never be formed. We do not believe the construction of the entire Railroad need cost the nation anything like 100,000,000 dollars. Probably a company could be found, or got up, that would undertake it for half that amount, investing the residue as capital. But even were it to cost one hundred million dollars, we say—let it be made. It would add more to the greatness of this country, and do more for the well-being of our people than a hundred *Buena Vistas*. Let us have the Pacific

within seven days of us, and by telegraph within five minutes. We did not covet our late territorial acquisitions, but we have them, and should improve and benefit them to the utmost."

In the month of May last an influential journal, the *New York Times*, thus adverted to the Railway to the Pacific coast over British soil :—

"As it has been well remarked, the expenditure by England and Canada of 75 millions of dollars upon a Railway which is to call a new empire into existence, and pour one of the great streams of the world's carrying trade through the American provinces of Great Britain, is less a dream to-day than was the building of a thousand miles of railway by the unaided Canadas five years ago. Vancouver's Island enjoys in the North Pacific such advantages of soil and position as are only paralleled by those of Cuba in the Caribbean, and of the British Islands in the North Atlantic. That vast territory, which stretches along our northern frontiers from the great lakes to the Pacific, has been long secluded from the knowledge of mankind by the jealous policy of the Hudson's Bay Company, but the knell of the vast monopoly has been struck, and England has found herself mistress of a magnificent virgin dominion where she had looked only for inhospitable and barren wastes. The region through which the Pacific Railway has to run proves to be no less fitted to all the purposes of agriculture and of commerce than the Canadas themselves."

The correspondent of the *Times* newspaper, writing from San Francisco, on the 19th of April last, confirms the news of the discovery of gold on the Fraser and on Thompson's Rivers, in the British territory, and cites the prediction of a writer on the spot that at no distant day the shores of Paget Sound will have a dense population.

"Then," adds the latter, "will be realised the dream of the importance of our inland sea as the western terminus of the great highway from the Atlantic to the Pacific. It would seem that a special Providence has placed this magnificent inland sea of harbours precisely where it is placed for the special purpose of a natural depot for the shipping of the world on the western terminus of our great highway for all nations across the Continent. It is a conceded point that the Pacific coast will soon command the trade of the vast regions of China, Japan and the Asiatic Archipelago, which has always been the great commercial prize in ancient as well as modern times. Persia, Assyria, Carthage and Rome swayed the world as they controlled the commerce of the East. Venice, Genoa, Lisbon, Amsterdam and London have each in turn obtained commercial supremacy as they became the disposer of Eastern luxuries to the Western World. To this grand inheritance the Pacific coast is to succeed, and that point where the Railway terminates on the Pacific is to be the place."

The *New York Tribune*, in March 1851, observed :—

"The route through British America is, in some respects, even preferable to that through our own territory. By the former the distance from Europe to Asia is some thousand miles shorter than by the latter. Passing close to the northern shore of Lake Superior, traversing the watershed which divides the streams flowing toward the Arctic Sea from those which have their exit southward, and crossing the Rocky Mountains at an elevation some thousand feet less than at the south pass, the road could here

be constructed with comparative cheapness, and would open up a region abounding in valuable timber and other natural products, and admirably suited to grazing and the growth of grain. Having its Atlantic sea port at Halifax, and its Pacific depot near Vancouver's Island, it would inevitably draw to it the commerce of Europe, Asia, and the United States. Thus British America, from a mere colonial dependency, would assume a controlling rank in the world. To her other nations would be tributary, and in vain would the United States attempt to be her rival; for we could never dispute with her the possession of the Asiatic commerce, or the power that it confers.

"But the matter reaches beyond the suggestions of national interest, and has a wider scope than the mere sentiment of patriotism. We had hoped that this Republic might make the easy effort necessary to grasp a prize so magnificent; but we shall hail with satisfaction the actual commencement of such a work, whenever and by whomsoever it is undertaken."

The *Pennsylvania Inquirer*, April 4, 1851, also thus writes:—

The *New York Tribune* recently devoted a column to Mr. Whitney's scheme of a railroad to the Pacific, his disappointment at Washington, and his departure for Europe, &c.

"We hope, indeed, that this golden magnificent opportunity of the United States to take and hold for ever the greatest prize ever offered, or which can ever again be offered, to any nation, is not so far gone—is not sacrificed without hope of recovery. But the prospect, we confess, is a gloomy one.

"From Quebec or Montreal the route to Puget's Sound is a straight line, feasible, making the distance from England to China fifteen hundred miles shorter than over the United States.

"We have postponed, if not sacrificed, the most splendid opportunity of wealth, of commercial and political grandeur ever brought within the grasp of any nation, and passed it over to a rival as nothing worth! What culpable indifference to the true interests of this great nation!"

The Governor of Missouri, in his message to the General Assembly, adverts to the Pacific Railway as follows:—

"It is a work for the people—one in which all have a deep interest and to which all should, therefore, contribute to give immediate action. Our rails to the Pacific will be rails to Japan, China, and India. They will bring us into immediate close contact with upwards of 600,000,000 of people, who will be glad in exchange for their valuable products to receive our goods. Let this railroad be constructed and our merchandise will reach those rich Asiatic countries in a few days, in all safety and certainty—abandoning for ever the tedious and dangerous route over more than 30,000 miles of perilous ocean, round the Cape of Good Hope."

The Governor of Arkansas to the General Assembly of his State, says:—

"This mighty element of prosperity—railways—is working wonders all around us; and the time is at hand when our State must lay hold of the great lever of commerce, wealth, and power. While St. Louis and New Orleans are leaving no stone unturned, no exertion untried, and no necessary amount of money unexpended, to secure the benefits which must result from railways to the Pacific, Arkansas must also construct her IRON HIGH-

WAY from ocean to ocean, to hold in her embrace this mighty continent, teeming with wealth, capabilities, increasing population, and advancing improvements; and to command from the ports of its two ocean extremities the commerce of Europe and Asia."

Whilst the people of the United States are anticipating, with a species of generous rivalry which is not unworthy of their character and national greatness, the formation of an exclusively British line of communication across the North American continent; and whilst the people of this country appear to know and even to care little or nothing about the matter, although it is one which, beyond doubt, must intimately and permanently affect the best interests of the empire; one of the ablest French journalists of the day, in a recent article on this subject, has remarked:—

"The empire of the world, in a commercial point of view, will henceforth belong to that one of the two powers of England or America which shall be the first to find means to establish a direct road across the continent of America, whereby to communicate most rapidly with the great East on the Pacific side and with Europe on the Atlantic side. This will be the GREAT HIGHWAY by which the products of the Old world will have to be carried to the Eastern world. Hence it is that the victory which is to give the Empire of the World will be gained by that power which shall be the first to establish the line of railroad across regions and countries which are yet unknown and unexplored. The struggle for the attainment of this great victory is well worth the trouble and expense which it will cost; for the empire of the seas and commercial dominion over the whole world are the great stakes which are being played for."

On every ground then of present interest (says the *Morning Post* in a late article)—on every ground connected with the future welfare of British North America—on every consideration affecting the great destiny which Canada has to fulfil as an equipoise to its Republican neighbour—this subject of a BRITISH ATLANTIC AND PACIFIC RAILWAY ought at once to commend itself to the attention and support of all classes of the people of this country.

The overland distance of the BRITISH ATLANTIC AND PACIFIC RAILWAY, projected by Sir Richard Broun, will be—

	Miles.
From Halifax to Quebec	520
From Quebec *via* Ottawa Valley to Assiniboia ...	1,240
From Assiniboia to Fort Langley	1,160
Total	2,920

But, pending the construction of the two eastern links of this great iron chain of imperial transit to Asia, the route will be as follows:—

			Miles.
From Portland to Montreal	...	...	292
From Montreal to Toronto	...	...	333
From Toronto to Detroit ...	...	...	223
From Detroit to Chicago ...	...	...	283
From Chicago to La Cross	...	...	207
From La Cross to Pembino	...	...	495
From Pembino to Fort Langley	...	...	1,160
Total distance		...	2,993

At the present moment railway communication is actually open from Portland on the Atlantic seaboard, to La Cross in Minnesota, a distance into the interior of 1,355 miles; and already the concession of a line of railway from La Cross, *via* St. Paul, to Pembino on the British frontier, has been granted by the State of Minnesota, and it will be completed and opened by the time that THE ATLANTIC AND PACIFIC JUNCTION RAILWAY AND LAND COMPANY shall have constructed the line between the Red River settlement and the Pacific.

By the route entirely over British soil the distance will be—

			Miles.
From Liverpool to Halifax	...	...	2,466
From Halifax *via* Ottawa Valley to Fort Langley			2,920
From Fort Langley to Changhae	...	...	5,850
Total	...	...	11,636

By the mixed route, partly British, partly United States, the distance will be—

			Miles.
From Liverpool to Portland	...	...	2,750
From Portland, *via* Chicago, to Fort Langley			2,993
From Fort Langley to Changhae...		...	5,850
Total	...	...	11,593

Of this distance 763 miles are over British territory already made, and 1,169 over British territory to be made, leaving 1,070 over United States territory, of which about 580 miles are already made, and open.

The distance from Liverpool to Changhae by way of the Cape of Good Hope and Singapore is about 12,090 miles.

From Liverpool to Jeddo, the capital of Japan, the distance by the same route is about 13,290 miles. The voyage by steam vessels being about 70 days.

Sydney, in Australia, is distant from Liverpool 13,700 miles, the voyage by steam vessels being 66 days.

The population of Europe, according to the Weimar Almanac, 1840, was 233,240,043, and the population of Asia 608,516,019.

The population of the seven American States which border upon the great lakes amount to 9,784,550, and in the three British provinces are 3,000,000, making together nearly 13,000,000.

The total population, in 1850, of the United States was 23,191,876.

Chicago, in 1832, was a few log cabins; in 1837 its population was 111,000. In 1851 the number of miles of railway that centered in it amounted to 40, and the annual receipts from traffic were about £8,000. In 1855 the miles of railway centering in it were 2,033, and the receipts from traffic £2,659,640.

There are in the United States about 26,000 miles of railway in operation. They have cost, on the average, 27,500 dollars per mile, and the greater part have been constructed by Irish labor.

The gross population of our home and colonial empire exceeds 296 millions of souls.

After deducting nearly 28 millions as the population of our home empire, there remain 178 millions as the aggregate population of our several great colonial empires.

England has a density of population equal to 334 per square mile, India 124 ditto, Australia 2 ditto, America 13 ditto.

In 1855 British produce to the value of over 97 millions sterling was exported, of which 69 millions worth went to foreign states, and 26 millions worth to British colonies.

The United States took of this 17 millions worth, being at the rate of 13*s.* per head of her population. British India took 11 millions worth, being 1*s.* 4*d.* per head of her population. Australia took 6 millions worth, being at the rate of £8 12*s.* 8*d.* per head of her population; and British America took nearly 5 millions, or £1 8*s.* 3*d.* per head of her population.

Waterlow and Son, Printers, Cat, ster Hall, London

PUBLICATIONS

THE SUBJECT OF SIR RICHARD BROUN'S PROJECT

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WITH COPIES OF MEMORIALS, CORRESPONDENCE, REPORTS, NOTICES, ETC.

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LETTER TO THE EARL OF DERBY, PRIME MINISTER.

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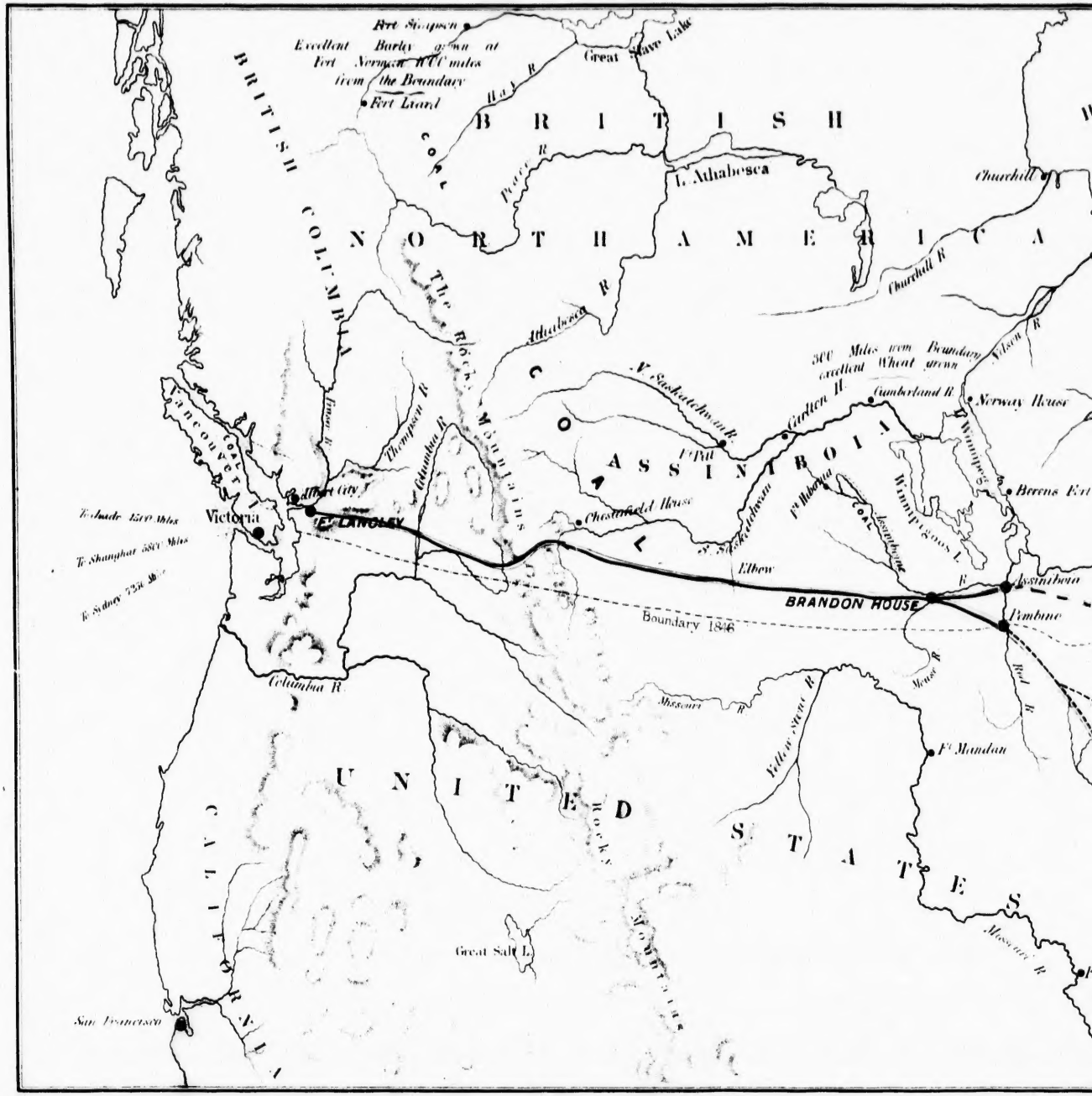
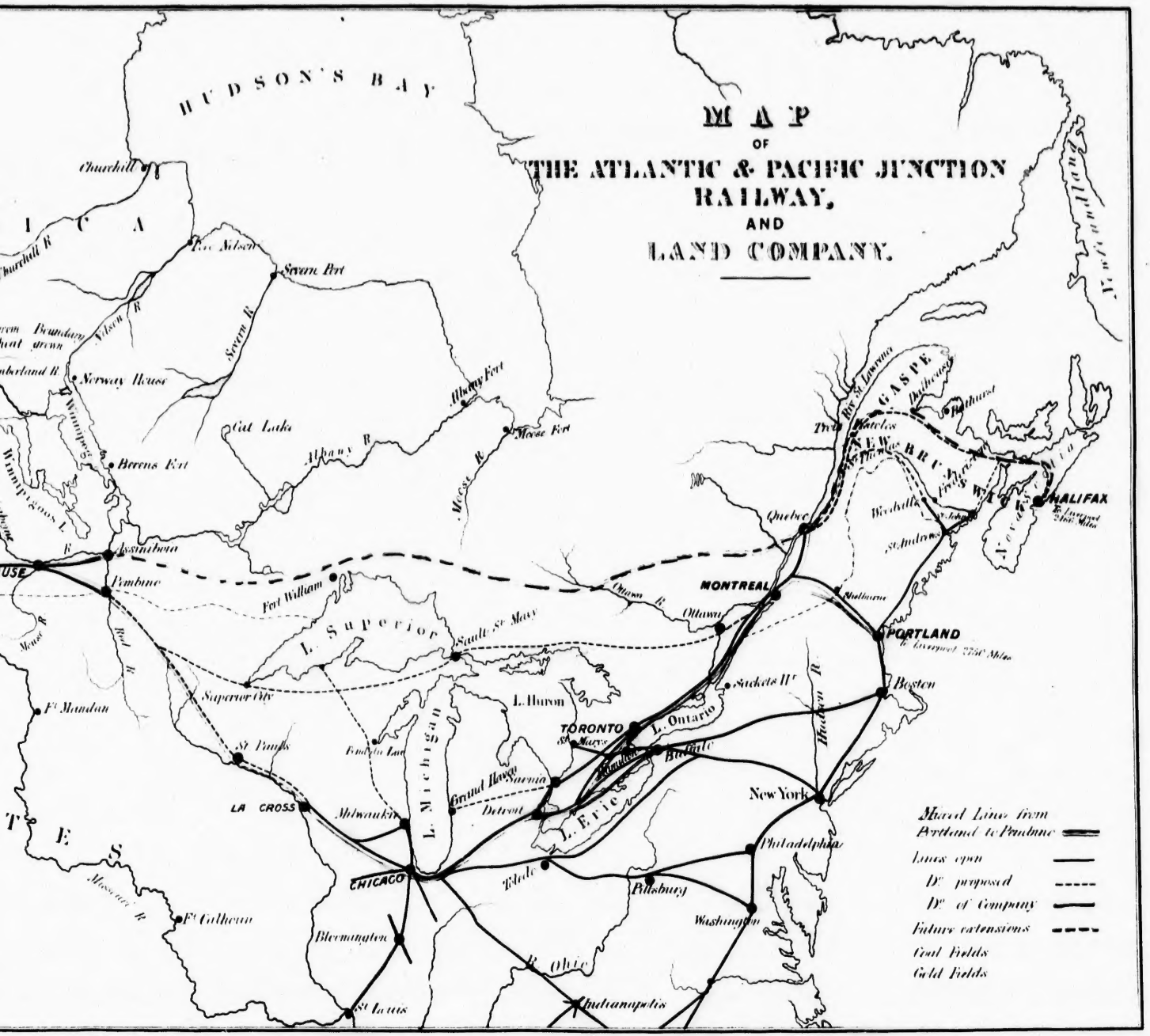
Glasgow. 1853.

V.

Further Exposition of Sir Richard Broun's Great Scheme for Direct Anglo-Asian Intercourse.

London: Ed. Stanford, 6, Charing Cross. 1854.


Fort Simpson
Excellent Barley grown at Fort Norman 400 miles from the Boundary
Fort Liard
Great Slave Lake
Hay R
BRITISH COLUMBIA
BRITISH
NORTH AMERICA
Peace R
L. Athabasca
Churchill
Churchill R
Athabasca R
The Rocky Mountains
N. Saskatchewan R
Garden R
Cumberland R
Norway House
Nelson R
300 Miles from Boundary excellent Wheat grown
ASSINIBOIA
Fort Pitt
Fort Pelly
Winnipegosis R
Winnipeg L.
Berens Fort
Vancouver Coast
Fraser R
Thompson R
Okanagan R
Albert City
Victoria
Fort LANGLEY
Chesterfield House
S. Saskatchewan
Elbow
Assiniboine R
Assiniboine
BRANDON HOUSE
Pembina
Boundary 1846
To Adelaide 1500 Miles
To Shanghai 5800 Miles
To Sydney 7250 Miles
Columbia R
Missouri R
Yellowstone R
Mouse R
Red R
Fort Mandan
UNITED STATES
Rocky Mountains
Great Salt L.
Missouri R
CALIFORNIA
San Francisco


MAP
OF
THE ATLANTIC & PACIFIC JUNCTION
RAILWAY,
AND
LAND COMPANY.
HUDSON'S BAY
Churchill
Churchill R.
Fort Nelson
Swan Fort
Nelson R.
Severn R.
Norway House
Cumberland R.
Winnipeg
Berens Fort
Winnipegos L.
Cat Lake
Albany R.
Albany Fort
Moose Fort
Moose R.
Assiniboia
Pembina
Fort William
L. Superior
Sault Ste Marie
Superior City
Red R.
Ft Mandan
St Paul's
Fond du Lac
L. Michigan
L. Huron
TORONTO
L. Ontario
Sackets Hr
Ottawa R.
Ottawa
MONTREAL
Quebec
Trois Rivières
St Lawrence
GASPE
Dalhousie
Bathurst
NEW BRUNSWICK
Fredericton
Woodstock
Schodiac
Shediac
HALIFAX
PORTLAND
Boston
Hudson R.
New York
Philadelphia
Washington
Pittsburg
Erie
Buffalo
Hamilton
Grand Haven
Sarnia
Detroit
Milwaukie
LA CROSS
CHICAGO
Bloomington
St Louis
Indianapolis
R. Ohio
Missouri R.
Ft Calhoun
Ft Gibson
Shared Line from Portland to Pembina
Lines open
Do proposed
Do of Company
Future extensions
Coal Fields
Gold Fields